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The Hongkong Telegraph.

FOUNDED 1881
NO. 11543

六月六號二月六英港香 SATURDAY, JUNE 2, 1928.

Dollar on Demand—2s. 6½d.
Light-up Time—7.03 p.m.
High Water—10.02 p.m.
Low Water—3.29 p.m.



THE DRAGON MOTOR CAR CO., LTD.
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CHANG TO GIVE UP PEKING.

WILL EVACUATE AT ANY MOMENT.

TRAIN WAITING AT STATION WITH STEAM UP.

LEADER'S LAST ORDER.

Peking, To-day. Marshal Chang Tso-lin has requested Mr. Wang Shih-chien to arrange measures for the maintenance of peace and order in Peking after the Fengtien withdrawal, which is expected to commence at any moment.

A special train is now waiting with steam up at the East Station.—Reuter.

Chang Tso-lin Thanked.

Peking, June 1. The Foreign Ministers called on Chang Tso-lin at the palace this afternoon and thanked him for the good order and safety of foreign life and property during his tenure of office in Peking. He assured them of the continued safety of foreigners but it is believed that no mention was made of when he might depart.

It is understood that a circular telegram is being drafted and may be issued to-night, ordering the cessation of hostilities. Tentative measures are being arranged for the formation of a committee of public safety during the evacuation.

No Ambitious Motives.

During the visit of the Foreign Ministers, who were accompanied by the Military Attachés and a number of secretaries, Marshal Chang Tso-lin, in the course of a short speech, assured them that he did not come to Peking owing to an interest in politics, or with ambitious motives.

He came because of his hostility to Communism and he had striven his hardest to overthrow the "Reds."

The Manchurian warlord expressed the hope that the Chinese opposition to Communism would continue and that Communism would never again secure a hold in China.

The dozen of the Diplomatic Corps, Herr Oudendijk, replied briefly, expressing thanks to Marshal Chang Tso-lin for the peace which had reigned during his regime in Peking.—Reuter.

Earlier Doubts.

Peking, June 1. It is understood that the Fengtien leaders held a conference late to-day at which it was decided not to evacuate Peking at the present moment.

It has now been decided that the Fengtien forces will retreat to the line from Machang to Liulihuo, and west of Peking to Hango.

No fighting has taken place and it is anticipated that the Northerners, who have made an orderly retirement northward in accordance with orders from Marshal Chang Tso-lin, will make a stand on the Peking-Tientsin Railway.—Naval Wireless.

No Lament.

Peking, June 1. Nationalist sources state that Marshal Chang Tso-lin is preparing an address to the people of China, which he is to issue before evacuating Peking, in which he will declare that he has no lament over his failure.

There is a suggestion that the Anfu political clique is now getting into touch with Feng Yu-hsiang and Yen Hsi-shan in the hope of gaining a foothold in the new Government of China.

The Fengtien leaders are reported to be making preparations for the retirement into Manchuria, which seems certain now. Arrangements have been made to preserve order after the evacuation of the troops, which it is said will be directed by the young General, General Chang Hsueh-lan.

Tientsin, June 1.

Mr. Chang Tso-yue, representing Marshal Feng Yu-hsiang, has issued a declaration that the Nationalist armies will make no attempt to enter Tientsin or Peking until the Fengtien retirement is definite.

(Continued on Page 10.)

THE PHOSGENE GAS DISASTER.

NO BREACH OF LAW ON WAR MATERIALS.

COMMITTEE'S REPORT.

Berlin, June 1. An expert Committee of Enquiry has reported that the burst phosphene containers at Hamburg belonged to a store of old war material, not all of which had been destroyed under the Peace Treaty, as permission had been granted for certain material to be retained for industrial purposes.

The Committee states that no breach of the law relating to war material had been committed, and no phosphene gas has been manufactured by the Stoltzenberg works.

Nevertheless, the Hamburg Senate is taking steps to destroy the remainder of the war material.—Reuter.

It will be recalled that the explosion, which occurred on May 21st, caused the death of ten people and serious illness to others.

The containers which burst were stored in a chemical factory near the harbour, apparently owing to the warm weather.

The wind blew the gas in the direction of Wilhelmshaven, where a number of people were affected.

The fire brigade tried to fight the gas with water, while gas masks and ammonia were despatched from Berlin.

INTERNATIONAL LABOUR CONFERENCE.

MINIMUM WAGES & ACCIDENT PREVENTION.

Geneva, June 1. A Japanese film dealing with automatic couplings on railways was exhibited at the General Conference of the International Labour Organisation, which opened here yesterday and at which forty-two States are represented.

Three Committees were formed to deal with the question of the prevention of industrial accidents, and another Committee to deal with minimum wages.—Reuter.

TATA IRON & STEEL WORKS.

COMPANY DECLARES GENERAL LOCK-OUT.

Jamshedpur, June 1. The Tata Iron and Steel Company has closed down its works and declared a general lock-out.—Reuter.

A strike broke out at the works just a month ago, when the management decided to close down the rolling mills. Troops and armed guards were placed on duty outside the works.

BIG PETROL BLAZE IN BOMBAY.

STANDARD OIL TANK ON FIRE.

Bombay, June 1. Firemen are working frantically to localise a fire at a Standard Oil Company's petrol tank containing half a million gallons of the spirit.

There are other huge tanks in the vicinity.—Reuter.

H.M.S. SUFFOLK.

LEAVES FOR THE CHINA STATION.

London, June 1. H.M.S. Suffolk, one of the new County class of cruisers, has left Portsmouth for the China Station. She will relieve H.M.S. Carlisle.—Reuter.

TEXTILE WORKERS' CONGRESS.

Ghent, June 1. At the closing sitting of the International Textile Workers' Congress it was decided that the next meeting be held in Berlin in 1931.—Reuter.

SOUTHERN CROSS THRILLS.

DESPERATE PLIGHT OF AIRMEN.

JUST ENOUGH OIL TO REACH HONOLULU.

"GUESS WE ARE LOST."

Honolulu, June 1. The "Southern Cross" has arrived here.—Reuter.

It was on Thursday that the Australian airmen, Captain Kingsford Smith, and Mr. Charles Ulm, both of whom were formerly pilots in the Royal Air Force, accompanied by two men formerly in the U. S. Navy, started in "The Southern Cross" for a 6,000-mile flight to Australia.

The first lap, of 2,100 miles to Hawaii, has now been completed.

Wireless Plays Notable Part.

Honolulu, June 1. Wireless played a notable part in the 2,100-miles flight on the two-engined monoplane "Southern Cross."

The greatest anxiety prevailed throughout the night when the machine lost its bearings and groped over the wastes of the Pacific.

The pilots desperately watched the diminishing petrol gauge, whilst the wireless operator, with a wanning battery, was striving to speak to some passing ship.

It was the American destroyer Richmond which eventually got into contact with the aeroplane, after which the machine soon made Honolulu.

The fliers arrived on a sunny morning and were greeted with a chorus of syrens and much cheering from the large crowds which had gathered.

"Guess We are Lost."

The following are some specimens of messages picked up from the "Southern Cross" in sequence:

"Land sighted."

"No land. We were fooled by clouds. Can stay up four hours longer."

"Guess we are lost."

"Got bearings from the Richmond."

"Land sighted. Just enough oil to make it."—Reuter's American Service.

Earlier Fears.

Earlier messages were as follows:

New York, June 1. Signals from "The Southern Cross" stopped abruptly at 10.05 local time yesterday evening. The last words before the interruption were, "Hit air pocket."—Reuter's American Service.

Sun Francisco, June 1. A wireless from "The Southern Cross" received at 11.23 states that she is communicating with the steamer Makiki from which she is trying to get her bearings.—Reuter's American Service.

LOCAL ESTATE IN ADMINISTRATION.

MR. W. A. CRUICKSHANK OF CANNES AND SURREY.

Mr. W. A. Cruickshank, otherwise Mr. W. A. Carruthers Cruickshank, formerly of "The Retreat," Brookwood, Surrey, who died at La Madelaine, Cannes, (A.M.) on November 19, 1927, left Hongkong estate to the value of \$68,500. Net English estate amounts to \$20,940.

Re-sealing of probate and a codicil has been granted to Mr. B. D. F. Reith, director of Messrs. Jardine Matheson and Co. Ltd., who is the attorney of Mrs. Mary Cruickshank, widow, residing at Cannes, and Mr. A. D. Murray, 37 Clerkenwell Road, Clerkenwell, London, the executors.

The will contains a number of family bequests, providing for Mrs. Cruickshank, sisters and children.

A WET WEEK-END.

The Royal Observatory weather forecast till noon to-morrow is:

East winds, moderate; overcast rain.

COLONY'S FINANCES IMPROVE.

BALANCE FOR FEBRUARY EXCEEDS \$5,000,000.

LESS EXPENDITURE.

The Colony's finances continue to show a steady improvement, the latest statement issued showing that the credit balance at the end of February was \$5,258,576. This compares with \$4,705,101 at the end of January.

The revenue for February totalled \$1,923,017, which compares with \$1,475,812 for the same month last year.

For the first two months of the year, the revenue amounted to \$4,019,708, as against \$3,263,440 for the same period in 1927; whilst the respective expenditure figures were \$2,746,893 and \$2,528,093.

AMAH STEALS TWO SOVEREIGNS.

GETS SENTENCE OF ONE MONTH.

A report was recently made to the police from No. 1, Leung Fai Terrace that two platinum rings, mounted with diamonds, belonging to a woman named Lau Yick-mui, had been stolen.

Detected Sergeant Humphreys, who investigated the case, obtained an amanu on suspicion and this woman, on being searched, was found to have in her possession two sovereigns and silver match box.

The sovereigns and the match box were identified as the property of Lau Yick-mui, who proved to the police that she had twenty-three such coins in her safe and that twenty of them bore a special mark. One of the coins found on the servant bore the mark which Lau Yick-mui pointed out.

Whilst the police were not able to proceed in regard to the theft of the rings, they were able to do so in respect of the coins and the match box.

The woman accordingly appeared before Major C. Wilson this morning, charged with the theft of the coins, or, alternatively, with receiving them.

The defendant, in a statement to his Worship, claimed that the coins were given to her by her brother who has now gone to the Straits. As regards the match box, she stated that she bought it for twenty cents from a bazaar merchant.

His Worship sentenced defendant to one months' hard labour.

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THREE MORE CONDEMNED BY P.W.D.

According to a police report issued this morning, the heavy rains of the past few days have caused the collapse of two houses in Kremer Street, Kowloon, Nos. 3 and 7. The house standing between these two, No. 5, whilst not actually demolished, is standing in a precarious condition and has been evacuated.

It is learned that house No. 3 was empty at the time of the collapse, whilst in regard to No. 7, the tenant left it before it fell in.

The P.W.D. authorities have made an examination of a large number of houses in this street and have found it necessary to condemn houses No. 3, 5, 11 and 28, as all were in a dangerous condition.

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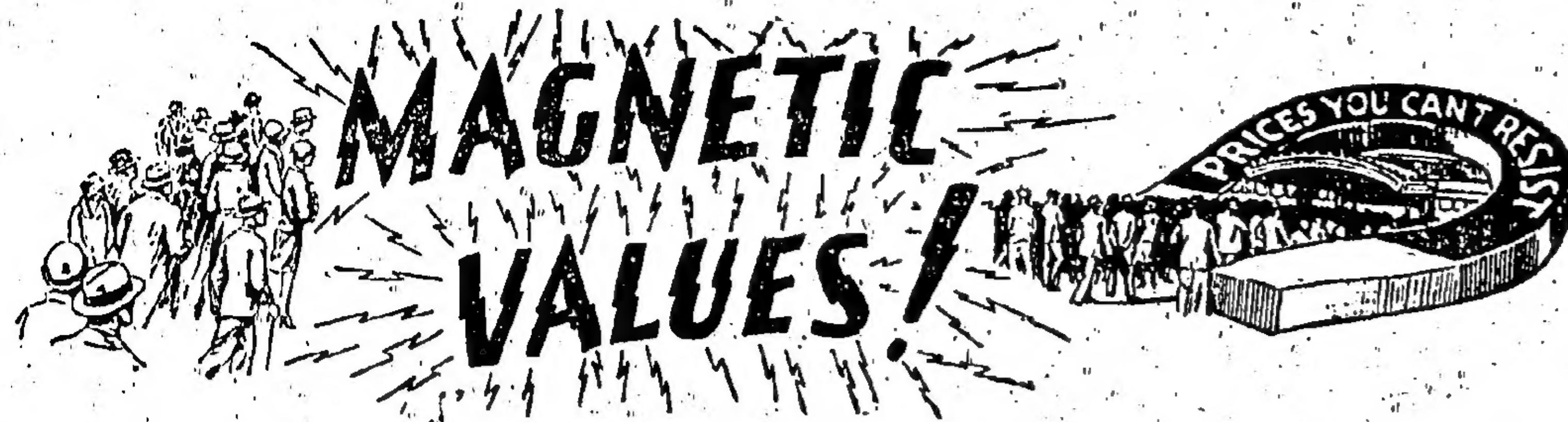
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Hats	from \$3.75	Raincoats	from \$8.50
Vests	3 for \$1.10	Stockings	2 prs. for \$1.00
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(3 RECORDS)

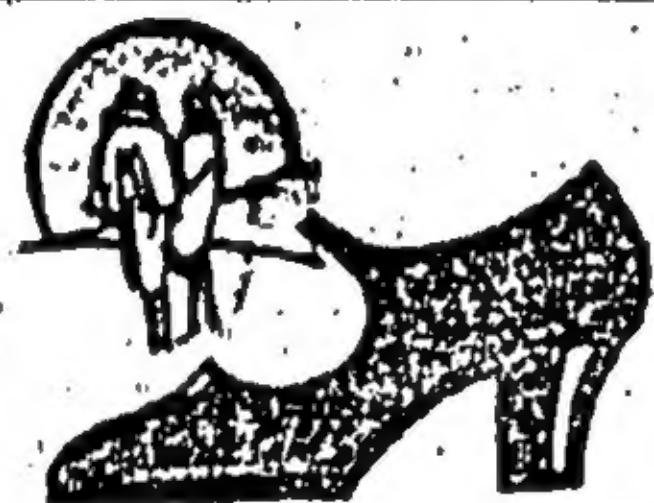
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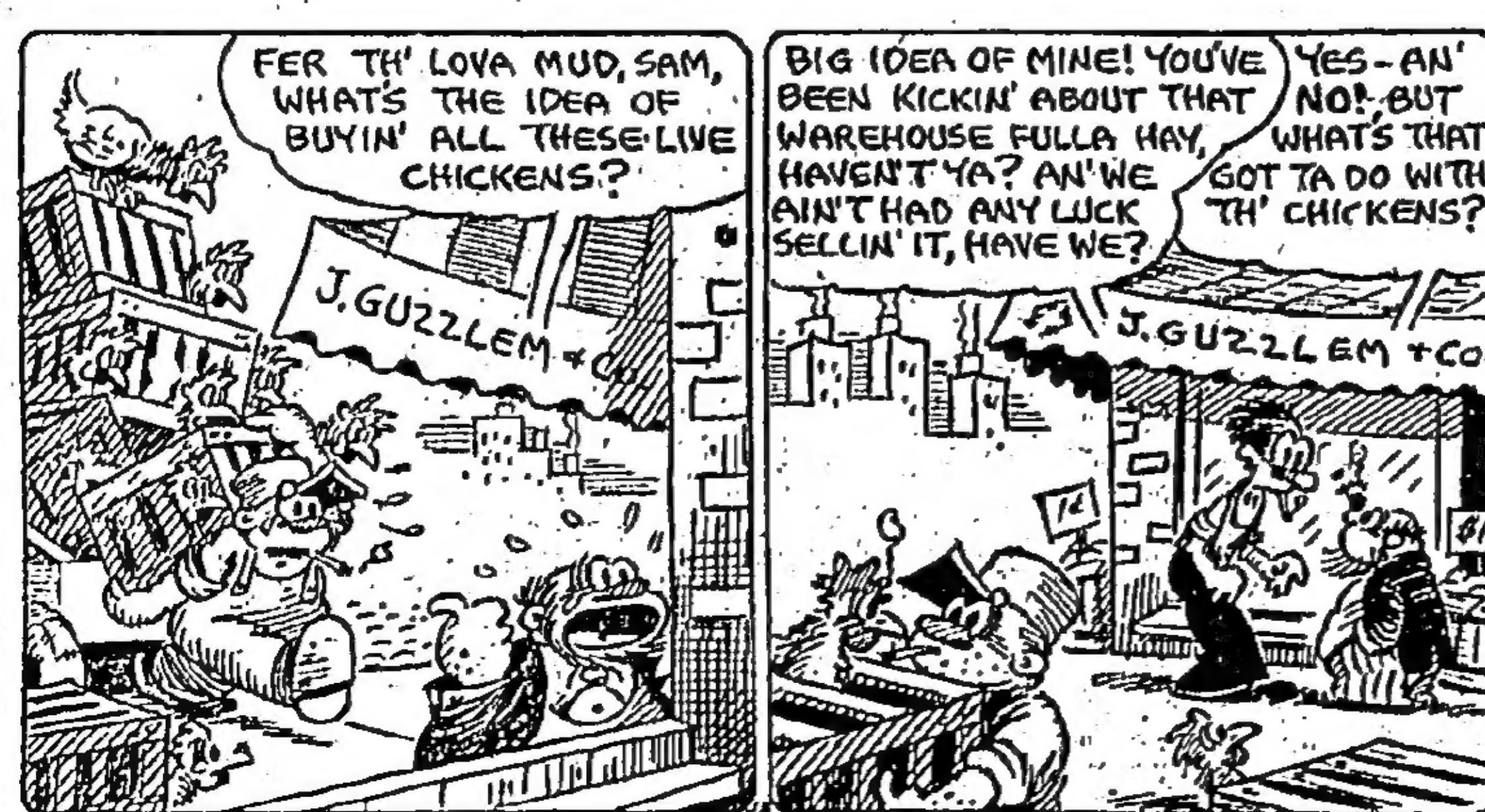
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SALESMAN SAM



LOCAL CENSORSHIP.

GRUELING CROSS-EXAMINATION ON INCONSISTENCY.

THE CENSOR'S LIVER.

Interesting revelations as to the method of censoring of Chinese newspapers were made at the Central Magistracy yesterday, when the case against the Hongkong Sun Po was continued before Lt. Col. F. Eaves, D.S.O., acting first Magistrate.

Mr. Somerset Fitzroy, acting Attorney General, prosecuted, whilst Mr. M. K. Lo represented both printer and publisher.

The charges against the newspaper were that they published, on May 9 and 10, certain articles, which were calculated to induce people to boycott Japanese trade, and further that such articles were not duly censored by the Secretary for Chinese Affairs, as required by the law.

In outlining the prosecution, the acting Attorney General stated that regulations under which the proceedings were taken and added that the Emergency Regulations made in 1922, which applied to the present case, were to remain in force until repealed by the Governor-in-Council, so that once they were made it did not matter why or how they were made but that they continued to remain in force until the repeal in made by the Governor-in-Council. The breach of this regulation was punishable by a fine not exceeding \$1,000 or imprisonment for not more than one year.

Speaking of the method under which newspapers were censored, Mr. Fitzroy said that the articles for a newspaper had to be submitted to the S.C.A. There were two men employed, one surnamed Lam and the other Lau. They worked in watches.

On May 8 and 9, the days preceding the publication of the articles objected to, Lau was on duty from 4 to 6 p.m., and Lam from 8 to 10 p.m. All articles appearing in the papers should have passed through their hands. He would call these two men as witnesses and they would say that these particular articles did not pass through their hands.

Method of Censorship.

Mr. Fitzroy then handed up the Magistrate copies of the translations of the two articles.

Mr. Lo in reply to His Worship said that he admitted the translations except in one place, but he did not think it was important. The translation stated in one sentence that "the Japanese have challenged us and cruelly murdered our Chinese officials and people." Mr. Lo said that the word in Chinese translated as "challenge" might have stood for "originated the trouble."

His Worship remarked that he did not think that that made any material difference and Mr. Fitzroy proceeded.

The Attorney General said that when an article was submitted for censorship it might be submitted by itself or in a long sheet of paper together with a number of articles. If an article passed the censorship it was initialled in the corner by the Censor, and if was rejected, a blue cross was marked over it. The proofs were not kept in the office of the S.C.A. but returned to the printer, who come to collect them themselves.

Mr. Fitzroy then mentioned that the summonses were against both printers and publisher.

His Worship enquired if the printers were a limited company. Mr. Fitzroy replied that they were not, but added "You can't send the Company to jail your Worship, but you can fine them."

The articles referred to in the prosecution were then read in Court. The one published on May 9 called for the boycott of Japanese goods and the objection to the paper of May 10 was because it contained a number of slogans against the Japanese.

The Evidence.

Lau Sheuk-chong, one of the two Censors, then went into the

witness box and was handed a copy of the Sun Po of May 9. He claimed that he had never seen the portion indicated by Mr. Fitzroy. He also claimed that he had not seen the slogans contained in the issue of May 10.

In answer to Mr. Fitzroy, witness confirmed that every article submitted to him either bore his initials or was crossed out.

Mr. Lo (cross-examining): I put it to you that it is possible for you to pass a paragraph, or pass everything on one page, without initialing each paragraph?

Witness: No, I invariably initial at the end of each item which I pass.

Then, as I understand your evidence, you either have your initial to each article, or a cross. There would be no space where there would be neither initial nor cross? Yes. It would bear something, unless it is a blank sheet.

You are quite clear about that?

—Yes.

His Worship: That is, if he was censoring properly.

Mr. Lo (to witness): I take it that you never reject except by putting a cross or a dash?—Yes.

Special Instructions.

I understood you to say you had not seen the paragraph in the paper of the 9th?—That is so. I invite you to read it now. Supposing it had been sent to you to censor, would you have passed it?—I would not. I have special instructions from the Government. When?—Either on the 7th or 8th May.

If you had received no special instructions from the Government would you have passed it?—I would pass anything which is not injurious to the Government of Hongkong.

His Worship: Are you the sole arbiter of that?

Witness: I usually exercise my own discretion but in case I have doubt I would refer the matter to the Secretary for Chinese Affairs.

His Worship: That is not an answer to Mr. Lo's question. Mr. Lo asked if you had no special instructions from the S.C.A., would you have passed it?—If I had come across a paragraph of that nature I would have referred the matter to the S.C.A.

Mr. Lo (to the Court interpreter): You can tell the witness subject to His Worship's convenience—that I do not mind waiting until six o'clock for an answer, but I must get an answer. Assuming that these instructions had not been issued and the paper had been submitted to the S.C.A. on it, would you have passed it?—I would refer that paragraph to the S.C.A.

Nature of Instructions.

What is your objection to it? Take the words, "Wearing of Japanese cloth will cause the destruction of our country." I think it is rather exaggerated, as it takes more than that to destroy any country, but apart from that, what is your objection?—It is not our objection. The Hongkong Government does not like this kind of publication against the Japanese goods.

What was the nature of the instructions given you? Were you told to reject anything pertaining to boycott of Japanese goods?—Yes.

May I then ask you if the whole of your objection is that it was because the article deals with a certain subject, the boycott of Japanese good. There is no other reason at all?

Witness replied something in a heated manner and the Court interpreter was about to render it into English, when Mr. Lo, addressing his Worship, said: "I have the luxury of understanding the Censor's language and he is saying that he is not prosecuting the paper at all but that it is the S.C.A."

To the Court interpreter, "You can tell him that the learned Attorney General, the Magistrate and I understand that quite well and the sooner he realizes that, the better we shall get on."

Mr. Lo, putting the question again: The only objection to this is because it refers to the boy-

(Continued on Page 16.)

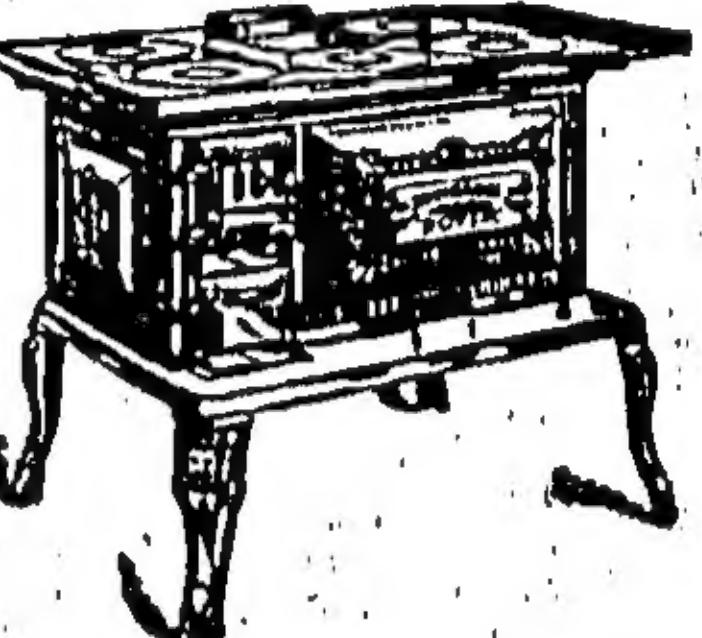


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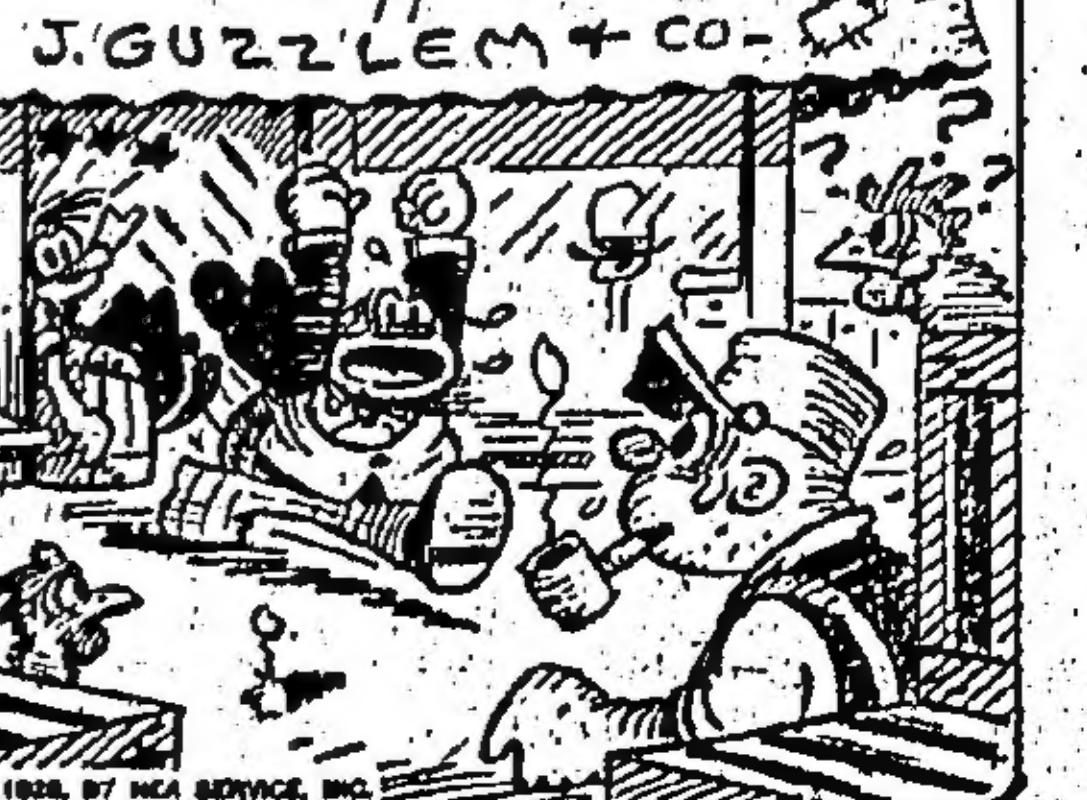
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Another Boner

WELL, TH' PRICE O' EGGS IS HIGH AN'
I'M GONNA TALK CUSTOMERS INTO KEEP
IN CHICKENS AN' RAISING THEIR OWN
EGGS! THEN WHEN THEY DO THAT, WELL
SELL' EM TH' HAY FOR NESTS!



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HENS BACK WHERE
THEY 'CAME FROM!!



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FOR SALE.—Cottage Piano by Wallis, London, good condition. View any time. Price \$250. 1st floor, 26, Ashley Road, Kowloon, (near Star Theatre).

FOR SALE.—Powerful Indian Scout, with Gloria sidecar, in excellent running condition. Windscreen, new number plate (No. 285) and large size battery. Apply P. O. Box 569.

FOR SALE.—Big Reduction Sale. For 1 day only. Filipino Art Embroidered dresses, made up any colour and style. Pattern dresses beautifully designed. Inspection cordially invited. 1st floor, Bank of Canton Building, Des Voeux Road. Tel. C.577. Office open till 3.00 p.m.

PREMISES TO LET.

TO LET.—Flats to let at Kowloon, No. 4, Cambay Building Ground floor, No. 3, Jordan Road Second floor, and No. 5, First floor. Apply to Kayamally and Co.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT Kowloon Gap Road, Hongkong. Apply to 82, Kennedy Road.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

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New Advertisements.

NOTICE.

As from to-day's date we have authorised MR. HENRY WILLIAM MOON to act as Manager of our Insurance Department during the absence of MR. FREDERICK CHARLES HALL.

JARDINE, MATHESON AND COMPANY LIMITED, Hongkong, 31st May, 1928.

CHRISTIAN BROTHERS ALUMNI ASSOCIATION.

(ST. JOSEPH'S COLLEGE).

Past pupils and friends of St. Joseph's College, Hongkong, as well as past pupils of colleges of Christian Brothers elsewhere are invited to attend a general meeting of the above Association at the College on Tuesday the 5th June, at 6 p.m.

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Thursday, 7th June, 1928, at 12 noon for the purpose of receiving the report of the Directors together with Statement of Accounts for the year ended 30th April, 1928.

The TRANSFER BOOKS of the Company will be closed from Saturday, 2nd June to Friday, 8th June, 1928, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 28th May, 1928.

INDO-CHINA STEAM NAVIGATION CO., LTD.

The Forty-Seventh Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., Pedder Street, Hongkong, on Wednesday, the 20th June, 1928, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 13th June to 4th July, 1928, both days inclusive.

By Order of the Board,

JARDINE, MATHESON AND COMPANY LIMITED, General Managers, Hongkong, 29th May, 1928.

NOTICE.
THE HONGKONG ROPE MANUFACTURING CO., LTD.

With reference to the Notice to Shareholders of this Company dated 8th June, 1927, whereby the FINAL CALL of \$5.00 per share on the New shares was made payable on 15th Day of December, 1927, the General Managers and the Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of the Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 15th day of June, 1928, and that the form of Bankers Receipt already sent to Shareholders can be used as though the date named thereon were 15th June, 1928.

For the Hongkong Rope Manufacturing Co., Ltd.,

SHEWAN, TOMES & CO., General Managers, Hongkong, 8th December, 1927.

MACAO RACES.

NINTH EXTRA RACE MEETING.

SUNDAY, 3RD JUNE, 1928.

First Race 1.30 p.m.

Public Enclosure 40 cents

Members Enclosure \$1.00

RACE STEAMERS HONGKONG

TO MACAO.

Sui An 8.30 a.m.

Taishan 9.30 a.m.

MACAO TO HONGKONG.

Sui An 8.30 p.m.

Taishan 6.30 p.m.

By Order,

S. W. CHENG.

Lammer's Auctions.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION of the VALUABLE LEASEHOLD PROPERTY situated at Mongkoktsui in the Dependency of Kowloon and Colony of Hongkong and

registered at the Land Office as KOWLOON INLAND LOT NO. 1572 to be sold

on TUESDAY, the 5th day of June, 1928, at 3 p.m.

by MESSRS. LAMMERT BROS., Auctioneers.

at their Sales Room

No. 8A, Duddell Street, Victoria,

Hongkong.

For further particulars and conditions of sale apply to:

Messrs. WOO & NASH, Solicitors,

4 and 6 Queen's Road Central, or to

Messrs. LAMMERT BROS., No. 8A, Duddell Street, Hongkong, 23rd May, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY,

the 7th June, 1928, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

Comprising:

Teak Hatstand, Glass Cabinets, Tapestries, Covered Couch and Armchairs, Desks, Folding Screen, Bookcases, Oil Paintings, Pictures, Electric Table Fans, Carpets, Teak Typewriter Desks, Rugs, Ornaments, Curios, etc.

Teak Dining Tables, Dining Chairs, Sideboards with Mirrors, Dinner Wagons, Ice Chests, Dinner Crackery, Glass Ware, Cutlery, Kitchen Gear, etc., etc.

Iron, Brass and Tin Bedsteads with Mattresses, Single and Double Wardrobes with and without Mirrors, Washstands, Teak and Camphorwood Chests of Drawers, Chamber Stands, Household Linen, Toiletries, Crockery, etc., etc.

Also

A Quantity of Pine Blackwood Furniture (Carved and Plain).

And

1 Cottage Plant by "Morrison."

1 White Frost Refrigerator.

1 Royal Typewriter.

1 Remington Typewriter.

2 Gramophones.

2 Enamelled Baths.

Catalogues will be issued.

On view from Wednesday, the 6th June, 1928.

TERMS:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, June 1, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY,

the 8th June, 1928, commencing at 2.30 p.m., at Nos. 1 and 4, Knutsford Terrace, Kimberley Road, Kowloon.

A Large Quantity of Valuable Household Furniture.

Comprising:

Hatstands, Couches and Armchairs, Carpets, Rugs, Folding Screens, Pictures, Electric Fans, etc., etc.

Dining Tables, Dining Chairs, Sideboards, Dinner Wagons, Ice Chests, Cooking Stoves, Crockery, Cutlery, Glass Ware, Kitchen Utensils, etc., etc.

Bedsteads with Mattresses, Wardrobes with and without Mirrors, Washstands, Chests of Drawers, Dressing Tables, Chamber Stands, Toilet Crockery, etc., etc.

Also

A Quantity of Blackwood Furniture and Household Linen.

And

A few Enamel and Shanghai Baths.

Catalogues will be issued.

On view from Wednesday, the 7th June, 1928.

TERMS:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, June 1, 1928.

CHURCH NOTICES.

Local Services for To-morrow.

TRINITY SUNDAY.

St. John's Cathedral, Hongkong June 3, 1928. Trinity Sunday Choral Eucharist 8 a.m. Children's Service 10.15 a.m. Sunday School 10 a.m. Mattins 11 a.m. Preacher: The Lord Bishop. Holy Communion, 12 noon. Evensong 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road Sunday Services June 3, Sunday School at 9.45 a.m. Morning Service at 11. (Please note change of hour.) Hymns 135, 658, 587. Preacher: Rev. J. Kirk Macdonachie. Evening Service at 6. Hymns 24, 137, 459, 665. Preacher: Rev. J. Kirk Macdonachie. Wednesday 8.15 a.m. Soldiers' and Sailors' Christian Association. Friday 5.30 p.m. Minister's Bible Class.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Train Station. Sunday Service, 11.15 a.m. Subject, "God the only cause & Creator" Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

At the beginning of last month, she put up a notice over the doorway announcing that a cubicle was to let and indicating that she would be the only other tenant. Attracted by the notice, the two defendants went into the floor and they deposited three dollars with the woman on, agreeing to take up the room.

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Previous Records Suspassed

1927

New Insurance written - - \$77,576,008.
 Insurance in Force - - 402,554,431.
 Assets - - - - - 76,483,181.
 Dividends to be paid

Policyholders in 1928 1,953,852.

Record Volume of New Business.
 Largest Payments to Policyholders and
 Beneficiaries.
 Increased Dividends to Policyholders.
 Favorable Mortality.

Write for Copy of Annual Report

Established 1887

THE

MANUFACTURERS LIFE
 INSURANCE COMPANY
 ARNHOLD & CO., LTD.

Agents.
 French Bank Building, Hongkong.

Tel. C. 1500.

Best Brand in the Market.

NEW

AX-BEER

This beer makes you more cheerful and
 vigorous.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents—

W. R. LOXLEY & Co.

HUSBAND WHO KISSED HIS WIFE.

WAS ROUND OVER FOR BREACH OF PEACE.

A husband who (in counsel's words) was guilty of the "enormity of kissing his own wife" brought an appeal in the King's Bench Division recently.

The man, Mr. Arthur William Meekings, of Palewell Park, East Sheen, S.W., has been bound over by the Mortlake magistrates on the complaint of his wife, Mrs. Edith May Meekings, of Queen's-road, Mortlake.

Mr. H. Simmons, for Mr. Meekings, said the wife took out two summonses against him for assault, her allegation being that on two separate occasions he had kissed her against her will.

"Kissing or Kicking?"

Mr. Justice Avery: What do you say "kissing" or "kicking" her? (Laughter.)

Mr. Simmons: "Kissing."

The Lord Chief Justice: "Kissing his own wife!" (Laughter.)

Mr. Simmons said that the magistrates thought the offence so serious that they ought to bind over both parties. It was pointed out that there was no power to bind over the complainant wife, so they bound over the husband to keep the peace.

According to the case stated by the magistrates, the husband and wife were living apart. The husband stopped his wife near her house, held her forcibly by the arm, pushed her against the gate and kissed her against her will.

Mr. Justice Avery pointed out that there was no conviction for assault, but the husband's conduct in a public highway surely amounted to a breach of the peace.

"Act of Affection."

Mr. Simmons said the husband was a man of good character, and he felt that the order made was a slur on him.

Mr. Justice Shearman: No one says it is wicked to kiss your wife. It is an act of affection to do that.

Mr. Simmons: There are limits imposed nowadays on marital relations.

Mr. Justice Avery: What authority is there that a wife is bound to be kissed every time her husband wants to? (Laughter.)

Dismissal of the appeal, Lord Hewart said it was a specially trivial case. The justices did offer to hear the husband's evidence, but apparently he preferred a good grievance to a bad defence.

Mr. Justice Avery said the husband was fortunate in escaping conviction for assault.

DR. MARIE STOPES.

APPEAL AGAINST LIBEL
 VERDICT DISMISSED.

The hearing of the appeal of Dr. Marie Stopes from the verdict and judgment for £200 damages entered against her in the libel action brought by Mr. Howell Arthur Gwynne, the editor of the *Morning Post*, was concluded in the Court of Appeal recently before Lords Justices Scrutton, Greer, and Sankey. The appeal was dismissed with costs.

Mr. Gwynne complained that Dr. Stopes libelled him in a letter to the Duke of Northumberland, suggesting that a small handful of Roman Catholics were manipulating the *Morning Post*.

Dr. Stopes appealed on the ground that Mr. Justice Avery misdirected the jury. She conducted her case in person from the Junior Bar.

Giving judgment without calling on counsel for the respondent, Lord Justice Scrutton said that this dispute was remotely connected with the question of birth control, and he desired to emphasise that that Court had nothing to do with and did not express any opinion on the merits of the dispute between supporters and opponents of birth control.

The jury had come to the conclusion that it was defamatory to say that the editor of a newspaper was being manipulated by outside people. The judge rightly ruled that the letter written by Dr. Stopes was privileged. Then came the important question in the case whether it was proved that Dr. Stopes wrote the letter with malice in the legal sense. Legal malice meant that a person had allowed himself to get into such a state of opinion in regard to his opponents that his power of forming a correct and reasonable judgment was destroyed, causing him to make accusations recklessly. The Judge directed the jury on this point in words which the Appeal Court had considered proper, and therefore it was impossible to say that that was a malice.

There was material upon which the jury could find that Dr. Stopes was in such a state of mind that caused her to abuse a privileged occasion, and as there was no malice, the appeal must be dismissed with costs.

Lord Justice Greer, concurring, said he could not help thinking that Dr. Stopes had been hardly dealt with by the jury in awarding £200 damages because her letter did not do Mr. Gwynne one half-penny worth of harm.

Lord Justice Sankey, also concurring, agreed that the amount of the damages was rather harsh.

The appeal was dismissed with costs.

A FRIEND OF GOETHE.

LATE GRAND DUKE KARL AUGUST OF SAXE-WEIMAR.

[By Professor M. Diersche.]

Every great genius may be said to be a citizen of the whole world. We are now preparing, on the eve of his one-hundredth birthday, to honour the genius of Tolstoy, and it is only a short while ago that we celebrated the centenaries of Ludwig van Beethoven and Francisco Goya.

Within a few years' time—in 1932—there will be similar celebrations in connexion with the one-hundredth anniversary of the death of Johann Wolfgang von Goethe—the German writer whose fame is equally great as a poet and a pioneer of modern science and whose name has been used a great deal in recent years, more especially when the new German constitution was drawn up, as the typical representative of what is called "the Weimar spirit."

It was at Weimar that Goethe became really conscious of his true vocation. Originally he went there with the intention of paying a brief visit only; but he stayed there for the remainder of his life, acting—for little less than sixty years—as minister of state to Duke (subsequently Grand Duke) Karl August of Saxe-Weimar, whose capital it was.

Great Friendship.

No account of Goethe's development as an artist and as a man would be complete without mentioning the relationship between him and his friend, the Duke; and a short reference to their friendship is all the more appropriate just now, because on June 14th a hundred years will have passed since the death of Karl August at the age of seventy-one, which took place at Graditz near Torgau. He passed away standing and watching the setting sun in the west.

His death is the symbol of an upright life always dedicated to the service of the ideal. Karl August was a grand-nephew of Frederick the Great, the crowned philosopher of Sanssouci. He had made it his aim to raise the capital of his small dukedom to a centre of German culture.

He therefore called Herder and Wieland to his court and also very cordially invited Goethe to visit him at Weimar. He had become acquainted with the poet at Frankfurt-on-Main when engaged on a journey undertaken for studying purposes. He was only seventeen years at that time, whilst Goethe was five years his senior. The latter was then staying at the home of his parents and enjoyed universal reputation as a writer on the strength of his "Sorrows of Werther," which had just been published. Goethe arrived at Weimar in November 1770 and made the town his permanent residence after that.

Transitory Differences.

An intimate friendship soon began to grow up between himself and the Duke. It was only very rare that these cordial relations were dimmed by some transitory differences on the subject of political opinions. Both of them profited by the closeness of their associations, and Karl August was fully justified in saying, fifty years after they first met, that they had always been mutually faithful and loyal to one another; "united until death."

This intellectual co-operation also benefited the country and the people. Karl August, indeed, was the first German ruler who renounced the privilege he possessed as an absolute monarch and who gave his people the advantage of constitutional government.

Every branch of the administration, the dispensation of justice and the economic condition of the small country improved under his rule. Agriculture, industry, engineering and the natural sciences were actively promoted by him, and just as Weimar, his capital and residence, developed into a home of the muses and graces that was envied all the world over, the university of Jena became a meeting place of eminent scientists whose activities have been an untold benefit to succeeding generations.

Thus Goethe was fully entitled to describe his friend as a true man "whose inclinations were never personal and egotistic, but always productive and of benefit to the commonwealth". The numerous admirers of Goethe throughout the world will therefore always pay homage to the memory of Duke Karl August for the reason that through all this life he was the faithful friend of one of the world's greatest writers.

That Dr. Stopes had been hardly dealt with by the jury in awarding £200 damages because her letter did not do Mr. Gwynne one half-penny worth of harm.

Lord Justice Sankey, also concurring, agreed that the amount of the damages was rather harsh.

The appeal was dismissed with costs.



WE ARE NOW SHOWING THE VERY NEWEST IN

FURNISHING FABRICS

'NEW CRETONNES'

'NEW TISSUES'

'NEW REPPS'

You should not fail to visit our display of Furnishings in our Showroom on the First Floor. There we have an Extensive range of 500 Designs of the most Beautiful Colours designed by Leading Artists.

ART SILK DRAPERY TO TONE WITH SHADOW TISSUES

LOOSE COVERS MADE TO ORDER. FIT GUARANTEED.
 ALL MARKED AT LOWEST PRICES

Whiteaway, Laidlaw & Co., Ltd.

ARTS & CRAFTS

FURNISHING SHOWROOMS

(opposite the racecourse)

SHANGHAI.

Remind you of the High-class Furnishing houses in London, New York and Paris where you may inspect the most modern styles or faithful reproductions of English American or French Periods as shown by their Exhibition of



FURNITURE
 FABRICS
 CARPETS

Decorative Plaster
 and metal work,
 stained and
 leaded glass.



Round the corner.

There's a lot of life in a baby, and it's wonderful what a baby will come through and how he will fight his way up—if just one thing is right. His food! Find the right food and the result will be smiles on baby's face and joy in mother's heart.

"Lactogen" never stops bringing a long procession of babies round the corner. Babies who were given good foods if only they could have digested them. Babies who cried,

The Natural Milk Food.



THOS. COOK & SON, LTD.

(INCORPORATED IN GREAT BRITAIN)

TRAVEL
BANKING



INSURANCE
FREIGHT

PEDDER BUILDING, PEDDER STREET.
HONGKONG.

(Telegraphic Add: "Coupon"—Telephones C.524 & 525.)

TRAVEL

BANKING

FREIGHT

INSURANCE

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of 168 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

THE FAR EASTERN TRAVELLERS GAZETTE

Obtainable on application.

HEAD OFFICE—BERKELEY ST., PICCADILLY, LONDON.

ROMAN RELICS IN
TRIPOLI.BURIED CITY DUG OUT OF
DESERT SAND.

Within the last few months imposing stretches of the buried city of Leptis Magna have been delivered from their covering of sand.

The lines of colossal walls have been traced; the arch of Septimus Severus has been restored; relics of the days of the Crusades have been identified, and it has also been discovered that at a comparatively recent date a clumsy attempt was made to blow up the city walls.

When these efforts at destruction were carried out, or precisely by whose hand, is a puzzle yet unsolved, but a theory has been advanced that it was the work of Mohammedan fanatics at the beginning of the Eighteenth Century, who feared that even the half-buried ruins of Imperial splendour would act as a temptation to Latin reconquest.

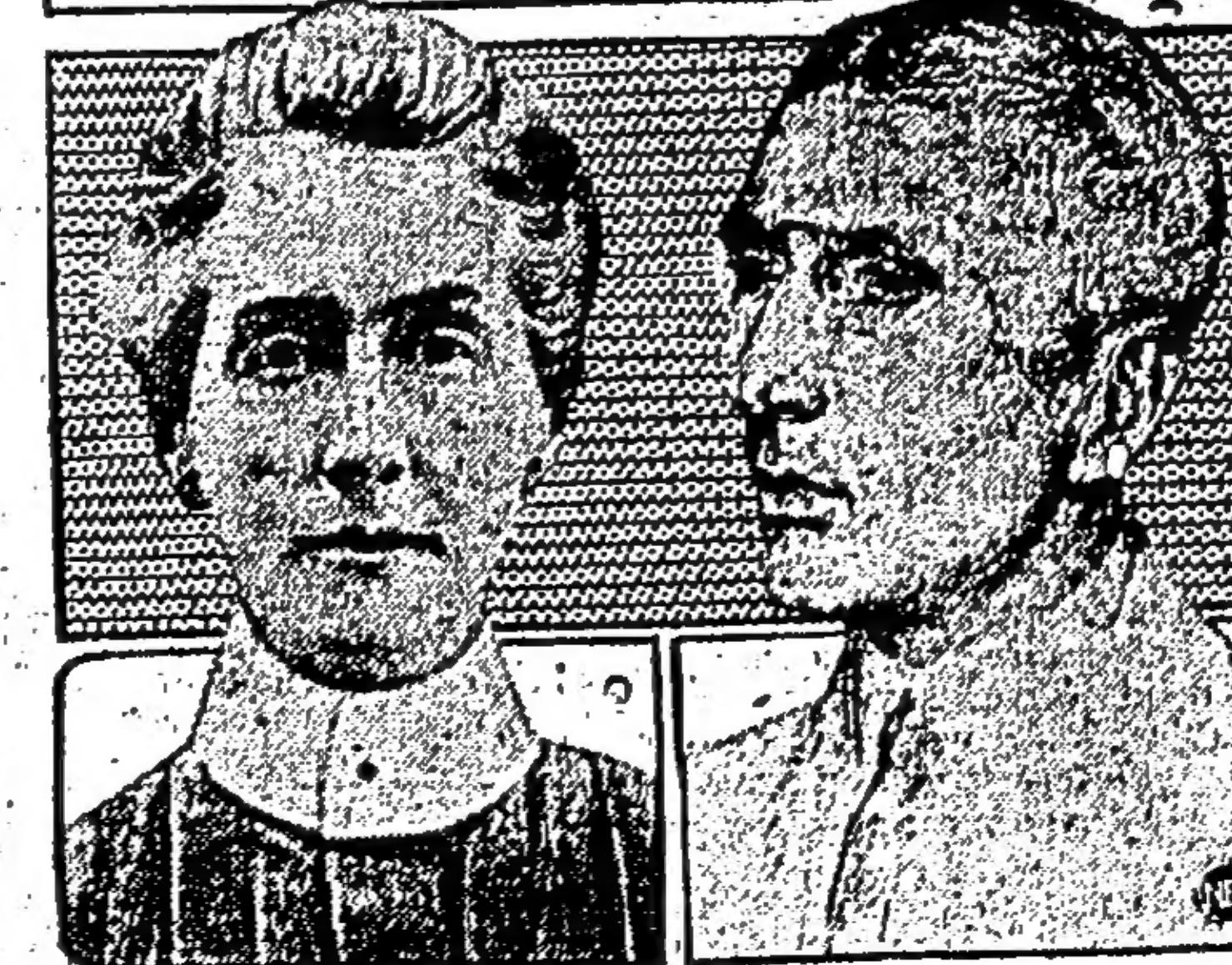
How well such fears were justified is seen to-day in the reconstruction of the ancient city, the growth of the adjacent township of Homs, and the recently concluded visit of King Victor.

From its covering of fine sand a complete Roman city is steadily rising into view—a city twice the size of Pompeii and one specially embellished by the Emperor Septimus Severus, in honour of his birthplace. The isolation of the Baths completed, work is now concerned on clearing the huge Basilica Severiana, already seen to be exceptionally rich in columns, pilasters, and decoration. The network of city streets and the march of the walls are being traced, and a key to certain monuments in Rome is being discovered. For instance the so-called Palace of Septimus is now revealed to be not an Imperial house, but part of a public forum having dimensions and designs similar to that of the only partially existing Forum of Trajan in the capital. The wall round this replica stands about 100 feet high and there has been brought to light a vast corridor with two rows of sixteen marble columns nearly fifteen feet high.

MINED WALLS AND PILLARS.

The discovery of sections of badly wrecked walls and pillars at first prompted a theory that an earthquake had done the damage. But Dr. Renato Bartoccini, the archaeologist in charge of the excavations, has found at the base of destroyed blocks and along the line of the walls, undeniable evidence of gunpowder. The attempt at demolition must have been made long after the passing of the crusading Knights of Malta who had a stronghold here, for Dr. Bartoccini has also discovered that it was necessary for the mine-layers to dig deep to reach the foot of the wall. He is now trying to discover marks which will reveal to what level the sand had risen when the mines were laid, so that from a calculation of how much the sand rises on an average each year he may gauge the date of this gunpowder plot.

SCENE FROM "DAWN."



A scene from "Dawn" the British film which aroused serious controversy recently, but which is now being exhibited in London, is shown in the upper picture—the appearance of Edith Cavell before a court-martial. Below, original photos of Edith Cavell and Brand Whitlock.

ARMED GUARD AT A
HOSPITAL.FREE STATE OFFICIAL AS
PATIENT.

A policeman armed with a revolver, guarded on Thursday night and during the greater part of yesterday, the entrance to Westminster Hospital, where a prominent Irish Free State official was taken on Thursday for treatment, says the *Morning Post* of April 23.

The police and hospital authorities are preserving great secrecy regarding the identity of the patient. He entered a private ward on Thursday afternoon, and immediately a policeman with a revolver in a holster on his belt was posted at the top of the entrance steps. The officer was later relieved by another armed constable.

During Thursday night there was an unusually large number of police near the hospital.

The guard remained on duty throughout yesterday, but was withdrawn about 5 p.m.

A "PLOT" RECALLED.

Inquiries last night showed that a patient named McNeill was admitted to the hospital about the same time as the guard was posted.

It was learned in Dublin last night that Mr. James McNeill, Governor-General of the Irish Free State, was in London; but it was not stated where he was staying.

At the beginning of March Mr. McNeill came to London to enter a nursing home for a slight operation. He subsequently returned to Ireland.

Mr. McNeill was High Commissioner in London for the Irish Free State, when in December last he was appointed Governor-General in succession to Mr. T. M. Healy. He was installed on February 1.

When he left Euston on January 30 for Ireland, he was accompanied from his house at South Kensington to the station by "a" in clothes officers, and special precautions were taken by the police to guard against any untoward incident.

Reports were then current that news had been received in London of a plot against him and that attempts might be made against his life while in London or during his voyage to Ireland.

These were afterwards denied, Mr. McNeill, before leaving Euston, laughingly said to a friend, "Well, I suppose there must be a plot against me, they are guarding me closely enough."

Major H. O. D. Segrave, the racing motorist, was fined 40s. at West London Police Court for driving along New King's-road, Fulham, at 35 miles an hour.

Mr. W. B. Blackie, chairman of Messrs. T. and A. Constable, the King's printers, of Edinburgh, has died in Edinburgh, aged 81.

JUST ARRIVED

FINEST SELECTION
OF BEST

TENNIS RACKETS

SLAZENGER'S

"Primoris"

"Anderson"

"Egm"

"Meteor"

SPALDING'S

"Gold Medal"

"Balmoral"

"Vantage"

"Claremont"

CALIFORNIA

"Challenge Cup."

Model "A."

Model "B."

"Berkeley."

"Bear."

1928

SLAZENGER'S & SPALDING'S
TENNIS BALLS.

THE SINCERE CO., LTD.

For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheyela"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS:

S. C. LAY & CO.

Alexandra Building. Telephone C. 753.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

THE NAVY'S CHOICE

Coates

ORIGINAL

PLYMOUTH GIN

OBTAINABLE. EVERYWHERE.

After Big Game.



Whenever Captain Mingod went to hunt big game in Cholapore



Until his sorrows soothed by this he fell into a dream of bliss.



The Elephant and Crocodile Moved after him with happiness.



The Kangaroo took flight and disappeared from view.



Nine miles away (or maybe ten) A tiger couchant in his den.



The Boa Constrictor slithered by With untold yearnings in his eyes.



The Elephant and the Flat-Nosed Shrike had bound Cactus trees in knots.



Up held his nose and sniffed aware And subtle fragrance in the air.



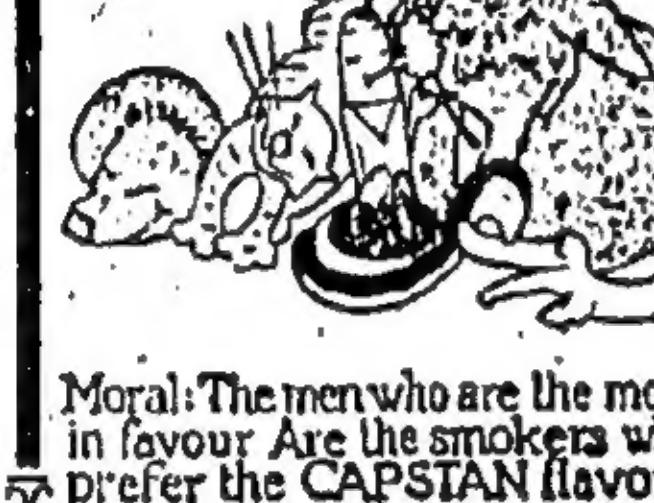
Nor did the Wari Hoa linger long To join that captivated throng.



And so this clever fellow the Captain, sought solace with a magnum "CAPSTAN".



Quicker than bare by spring are traps laid The Tiger started for the Captain.



Moral: The men who are the most in favour Are the smokers who prefer the CAPSTAN flavour.

EG-679 This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND ELECTRIC WELDERS.

MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS, 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS.—"TAIKOODOCK" HONGKONG. BUTTERFIELD & SWIRE, Agents HONGKONG, CHINA & JAPAN.

Mr. G. W. C. Burnett, the managing director and managing editor of the *Sunday Herald* and *China Mail* has been the recipient, on the occasion of his 60th birthday, of valuable gifts from the editorial, business, advertising and mechanical departments of the papers.

The gifts comprised a picturian of "Fook, Luk, Sau" (Blessing, Prosperity and Long Life) worked in procelain, and a blackwood screen, with a giant Chinese character "Sau" (longevity) picked out in silver, with all the names of the donors on vellum; and also

the deities "Fook, Luk, Sau" in carved ivory, and inscribed, to Mrs. Burnett. Mr. Harry Cooper made the presentations on behalf of the staff, and Mr. Burnett suitably replied, expressing his great appreciation of the honour which had been done him.

"Hongkong Foot" CAN be prevented.

Use our

MEDICATED

DUSTING POWDER

THE COLONIAL DISPENSARY

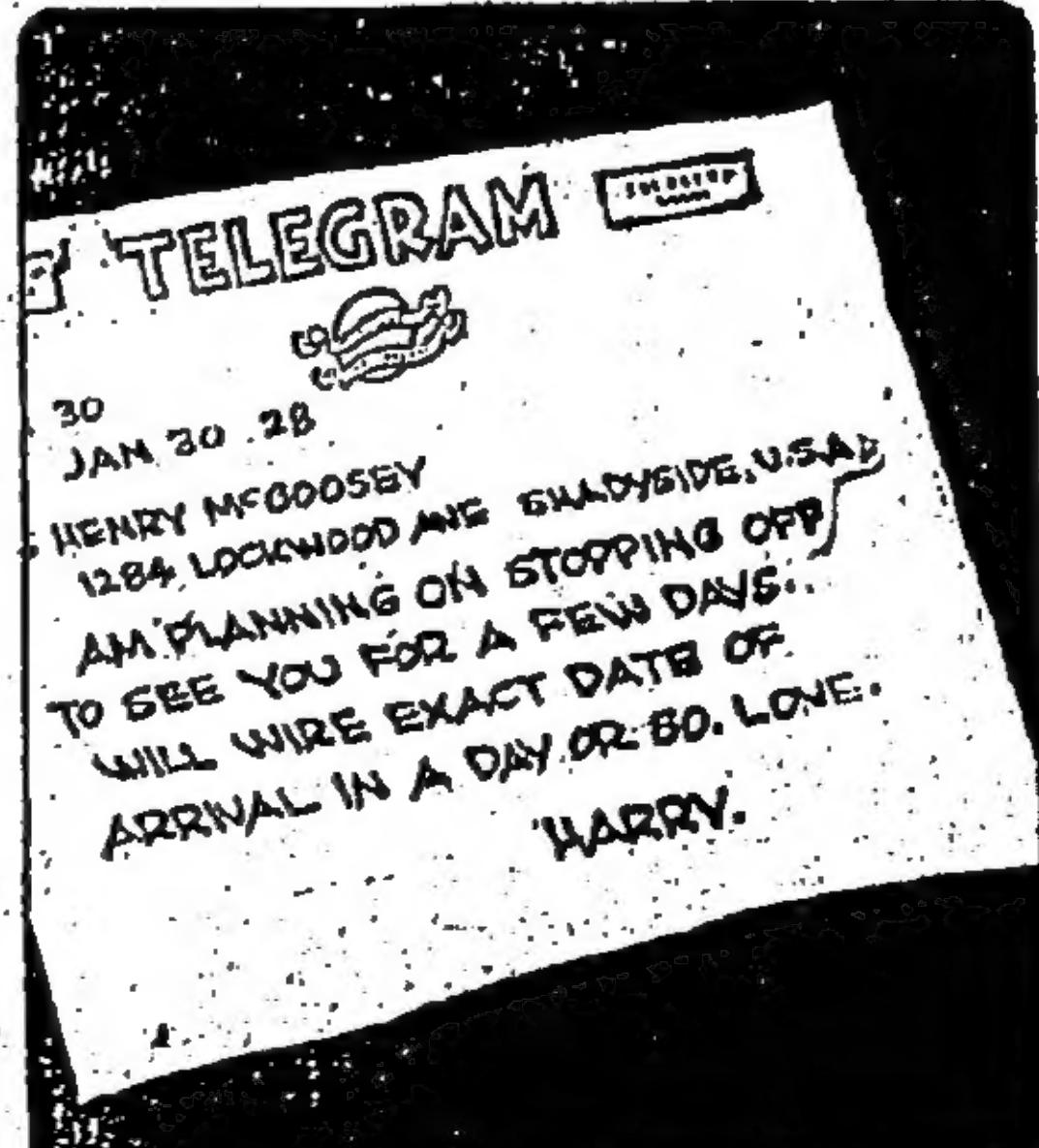
14, Queen's Road, C.

Tel. C. 1877.

FRECKLES AND HIS FRIENDS



Out of a Clear Sky!



By Blosser



BIRTHDAY PARADE

VALLEY CELEBRATION CANCELLED.

Owing to the fact that Happy Valley is practically under water, it has been decided to cancel the parade in connexion with the celebration of H.M. the King's birthday at the Valley, and to substitute an alternative parade. The D.A.A. and Q.M.G., South China Command, inform us that the procedure will now be as follows:

At 9 a.m. H.E. the Officer Administering the Government arrives at the Cenotaph and will be received by a Guard of Honour of the 2nd Bn. Scots Guards with a Royal Salute. H.E. will then present a number of Long Service and Good Conduct Medals.

A Royal Salute of 21 guns will be fired by 1st Mountain Battery H.K.S. Brigade, R.A. on Murray Parade Ground. At the conclusion of the 7th, 14th and 21st rounds of this salute, a "Feu-de-joli" will be fired by a company of the 2nd Bn. Scots Guards, facing the Cenotaph. At the end of the last "Feu-de-joli" the whole of the National Anthem will be played.

The Troops will then give Three Cheers for H.M. the King. A Detachment of the Royal Air Force will then fly past.

The Parade, headed by a Detachment of the Royal Navy will then march past in column of route, companies or equivalent units giving "Eyes left" as they pass H.E. The Officer Administering the Government at the Cenotaph.

The route will be—Starting Point, junction of Queen's Road and Murray Road, Murray Road—Connaught Road—Hillyer Street—Bonham Strand—East Queen's Road.

Headquarters Hongkong Volunteer Defence Corps have asked that this opportunity may be taken of notifying all ranks that the time of parade will now be 9 a.m. instead of 8.50 a.m. as previously arranged.

Police Reserves.

Orders by the Hon. Mr. E.D.C. Wolfe, C.M.G., Captain Superintendent of Police state:

King's Birthday Celebration—All Police Reservists who have been detailed for duty at Happy Valley on Monday, June 4, are hereby ordered to report instead for duty at or near the Cenotaph. They will fall in under their respective C.O.s, in Chater Road opposite the Supreme Court at 8.00 a.m. sharp.—(Sgt.) W. Kent, A.S.P., Adjutant.

Long Service Medals.

The following will be the recipients of Long Service and Good Conduct medals at the Birthday Parade:

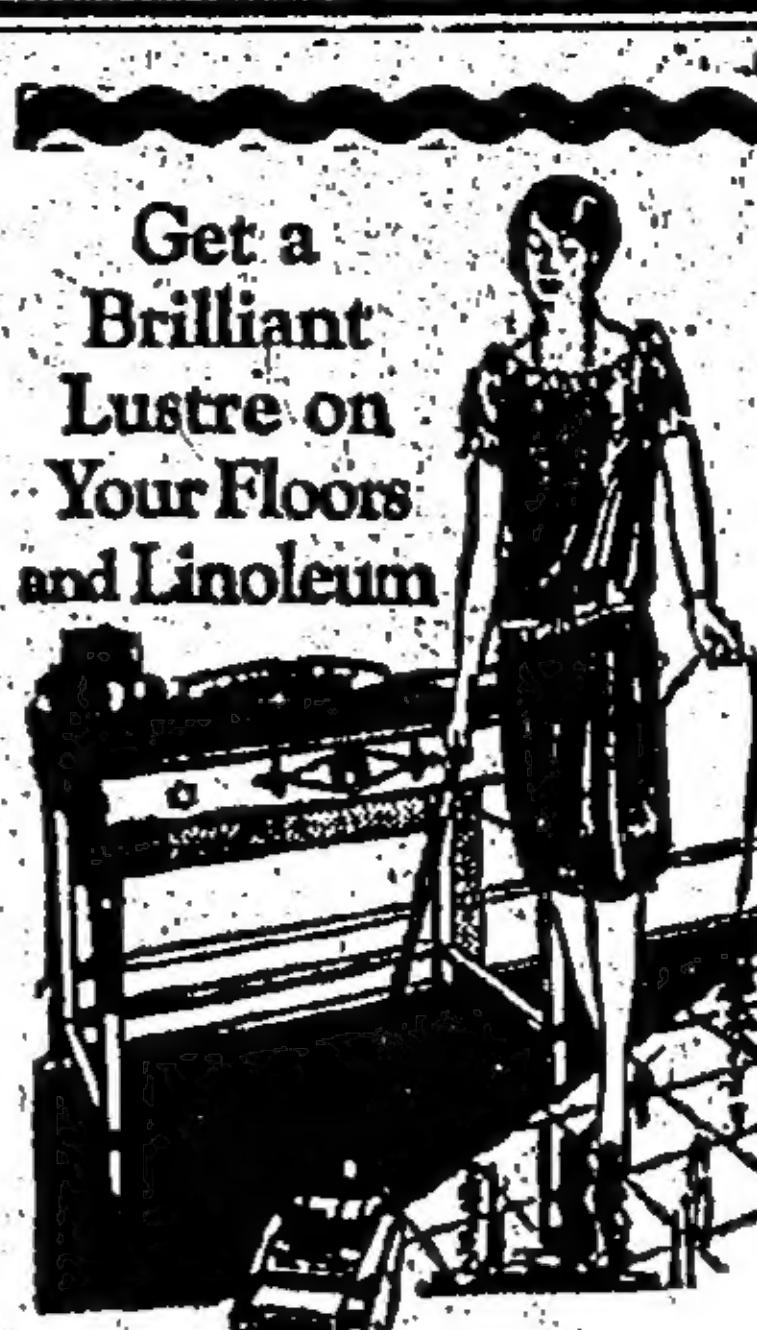
First Class Warrant Officers—Instructor W.E. Waterson, A.E.C., and Sergt. Major J. R. Marshall, R.E.

Second Class Warrant Officers—Battery Sergt. Major J. Broadbridge, R.A., and Master Gunner E.F. Fogden, D.C.M., R.A.; Sergt. E. Davies, 20th. Heavy Battery, R.A.; Sergt. E. Leach and A. Barnes, 31st. Heavy Battery, R.A.; Sergt. C. Clark, W. Burton, and Hav. Jam Muah, Hongkong, and Singapore Brigade, R.A.; Sergt. W. Bent, Royal Corps of Signals, and Lance Sergeant E.C. Goodheart, R.A.

U.S. TRAIN SMASH.

FAULTY AIRBRAKES BLAMED FOR ACCIDENT.

Danville, Ill., June 1. Seven persons were killed and 20 injured in a suburban train smash near Eltham, apparently owing to the failure of the air brakes.—*Reuters American Service*.



Get a Brilliant Lustre on Your Floors and Linoleum

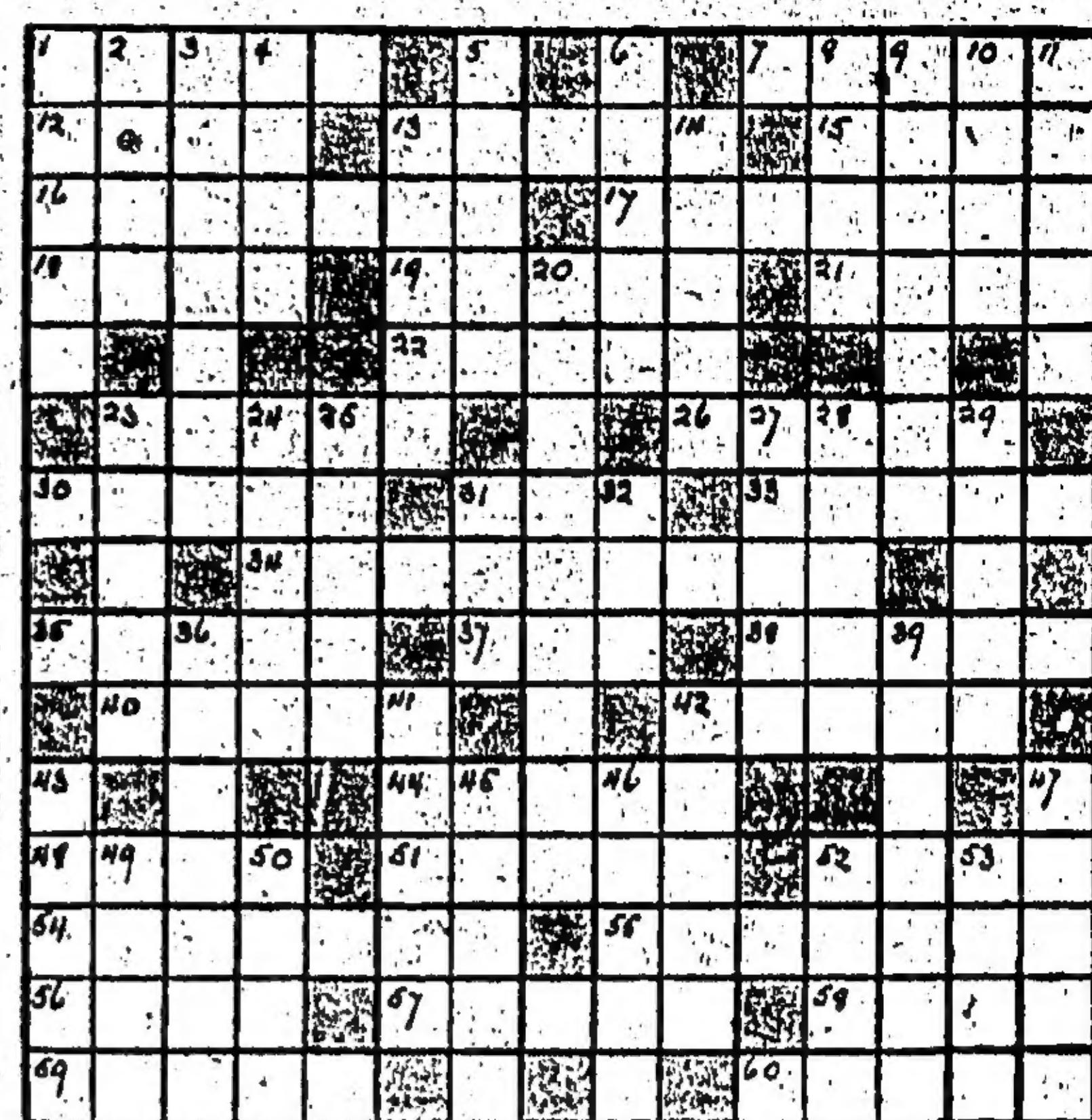
With Johnson's Electric Floor Polisher, for hire or purchase at the leading stores, you can quickly and easily polish your floors, Linoleum, etc., to a beautiful high gloss. Spread Johnson's Wax on the floor and by guiding this wonderful little machine easily over it, you will obtain amazing results. The cost is small and the polisher can be operated from any lamp socket. Johnson's Wax is invaluable for use on floors, Linoleum, furniture, pianos, automobiles, etc.

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Across.

1 Abyss. 11 Make haste.
2 Single combat. 13 Area.
3 Flin stone. 14 Supposes.
4 Whimpred. 15 Bodies of soldiers.
5 Shred. 16 Collect and bind.
6 Somewhat old. 17 Tapestry.
7 Estate. 18 Molars.
8 Quantity of paper. 19 Havens.
9 Brood of eagles. 20 Implant.
10 Local position. 21 Diamante.
22 Choked part. 22 Marsh.
23 Grandeur. 23 Reflux of the tide.
24 Whirls. 24 Italian entertainment.
25 At that place. 25 Female Greek divinity.
26 Eclatation denoting dislike. 26 Measures of length.
27 Assault. 27 Malicious burning.
28 Recalls. 28 Short-tailed crustaceans.
29 Jeweller's weight. 29 Kind of match.
30 Nose. 30 Anaesthetic.
31 Doctrine. 31 Garden variety of violet.
32 Inhabited by fish. 32 Paragraph.
33 Starlike flower. 33 Trial.
34 Subsequent. 34 Malaya boat.
35 Disturbance. 35 Girdle.
36 Recomen oxidized. 36 Yesterday's Solution.
37 Species of armadillo. 37 B.
38 Accompanys. 38 C.
39 Wagers. 39 D.
40 Lubricates. 40 E.
41 Struck. 41 F.
42 Disagreeable. 42 G.

Down.

1 Variety of quartz. 1 IDES THERE SEES
2 Perforation. 2 PRESENT T
3 Musical term indicating pace. 3 REPAIR STAGED
4 Appear. 4 SN ROSTER R A
5 Purchaser. 5 Cylindrical stage in life history.
6 Employ. 6 Standards.
7 Flax. 10 Flax.

THE CATHEDRAL
SUR-COMMITTEE REVISING THE CONSTITUTION.

For several weeks a sub-committee of the Church Body, consisting of Mr. Patenden, Mr. Ainsworth and myself, has been meeting at intervals to draw up a revised constitution for the Cathedral, writes the Dean in *Cathedral Notes*.

A revision was made necessary by the approval given by the last annual meeting of Seatholders and subscribers to the principle of the abolition of pew rents. The Church Body then gave general approval to a suggested basis of election in line with that now in universal operation in the Church of England at home, and appointed its Sub-Committee to work out the details. Legal advice has been consulted, and the proposed scheme will shortly be ready for presentation to the Church Body for consideration.

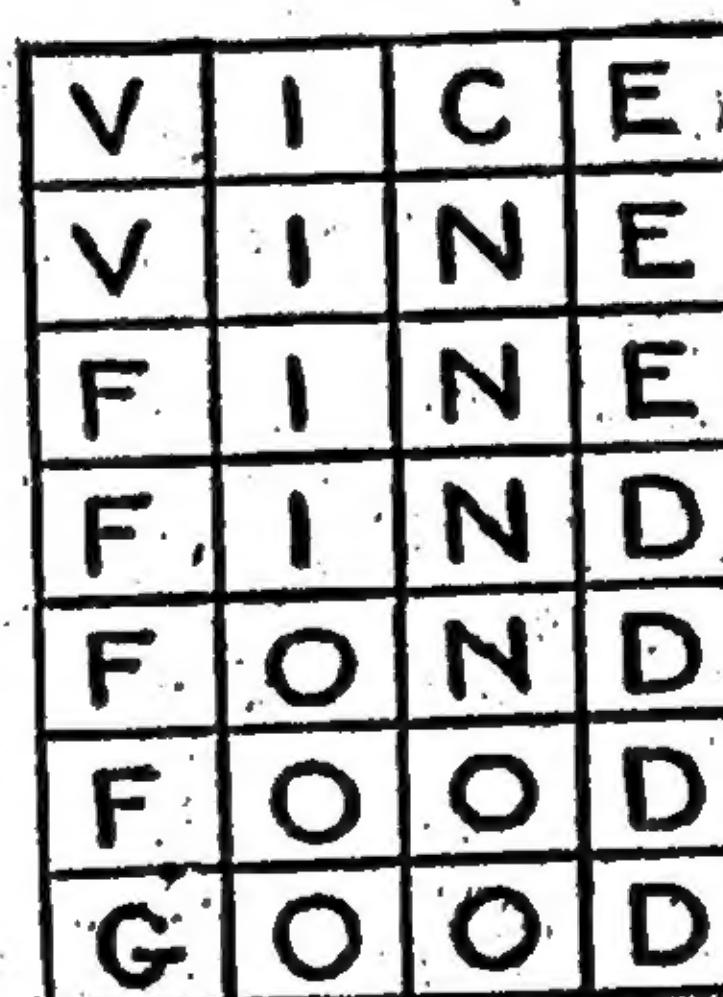
Amendment of the existing Cathedral Ordinance will be necessary to give effect to any changes in the constitution, and the opportunity is being taken to review the whole of the Ordinance which dates from 1889. When, therefore, the Church Body has come to an agreement, the subject will be

brought before a special general meeting of seatholders and subscribers, and, if passed by that meeting, then laid before the Government. We wish the matter to pass through the necessary stages in time, if possible, to put the new scheme into operation in the New Year.

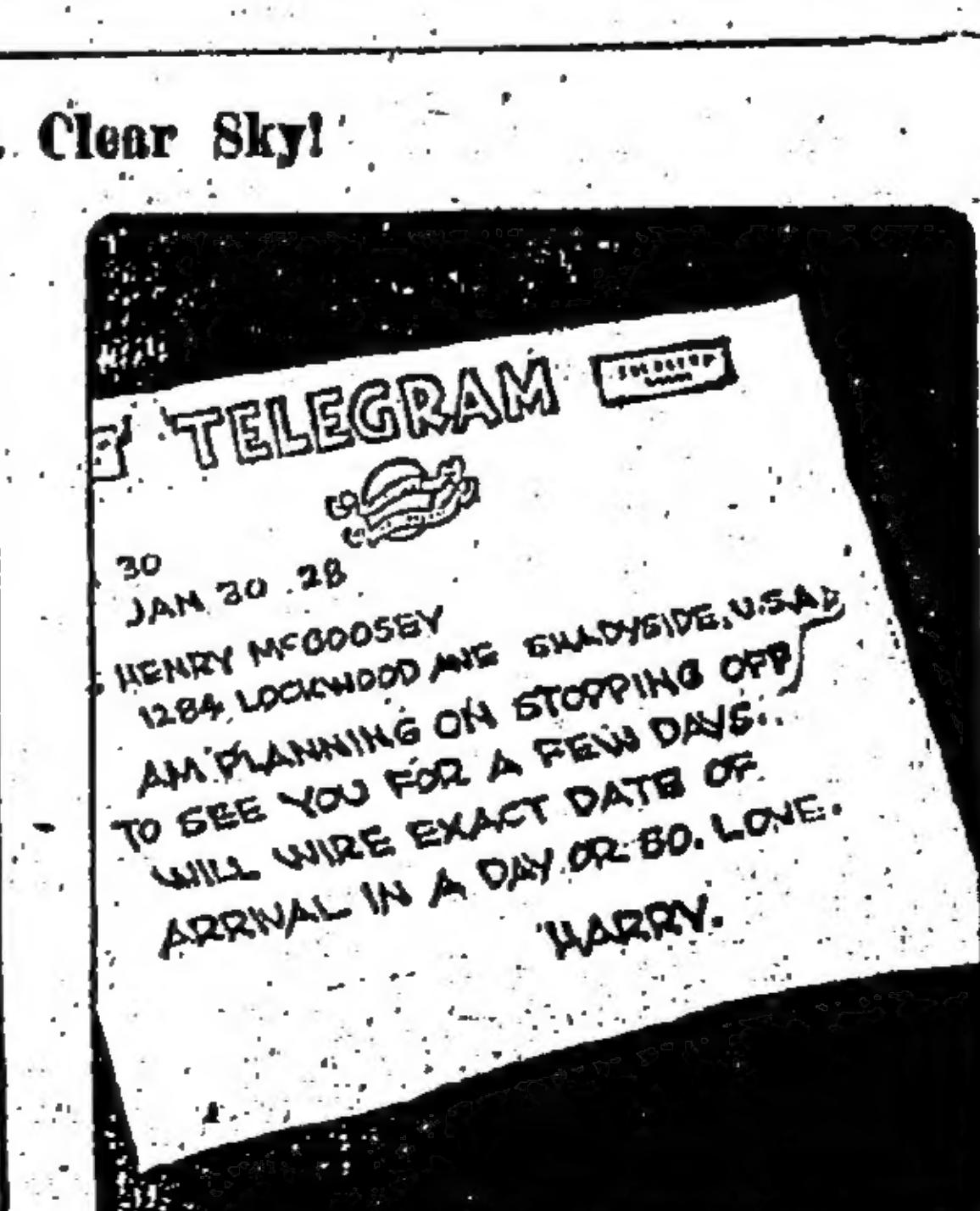
Outside and Inside

If it is important to keep the outside of your body clean it is even more so to keep your inside clean and in regular working order. If constipation troubles you use Pinkettes. As gently as nature they ensure daily regularity, at the same time banishing the cause of liverishness, sick headache, bilious attacks, pimply skin, impure breath, piles. All chemists sell Pinkettes, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

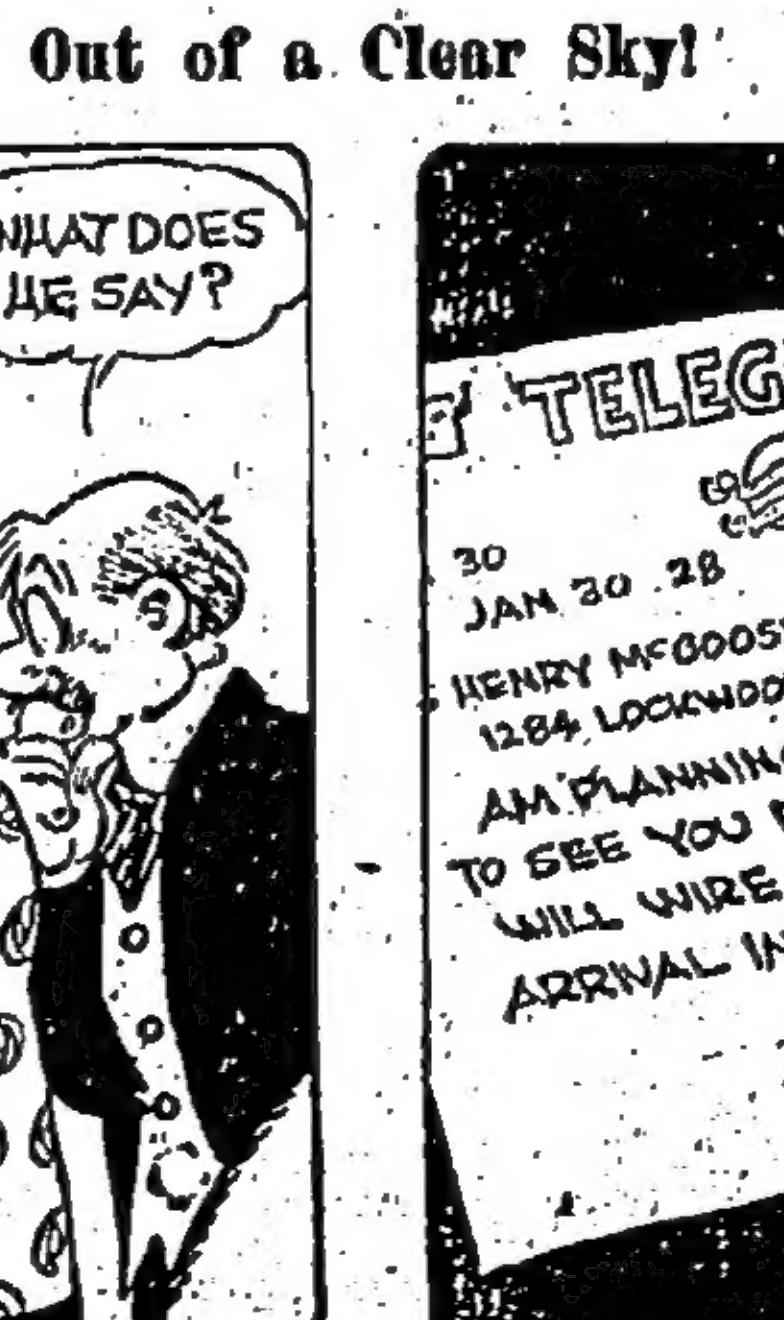
PINKETTES
LAXATIVE PERFECTION
KEEP YOU WELL



Here is the solution to the puzzle on another page.



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D E A T H .

CHAN TONG, alias CHIAN TSZE
U.—On May 31, at his residence, 12B, Macdonnel Road, Chan Tong, Funner will take place on Monday, June 4, leaving the residence at noon, for Yat Pit Ting.

**The
Hongkong Telegraph.**

SATURDAY, JUNE 2, 1928.

THE CAPETOWN RIOTS

There were remarkable and, to the outside world, quite unexpected demonstrations of violence in Capetown on the occasion of the official hoisting of the new Union flag. This took place on Thursday, the 18th anniversary of the establishment of the Union of South Africa. It will be recalled that there was, a bitter political war in various parts of the Union last year over the flag question, but that towards the end of the year a settlement of the dispute was reached on a compromise basis. The original design put forward by the Government was the flag of the House of Orange—namely, horizontal stripes of orange, white and blue, together with a shield on the white stripe. One quarter of this shield was to have been occupied by the Union Jack, and opponents of the design contended that it did not give sufficient prominence to the British emblem. The flag as finally agreed to, after much acrimonious discussion, consists of the orange, white and blue horizontal stripes, but with the shield removed. In place of the shield are the Union Jack and Republican flags in the centre of the white stripe.

But although there is this new emblem, the Union Jack flies officially alongside the national flag to signify the Union's status internationally as a member of the British Commonwealth of Nations. There are thus two South African flags—the national or domestic flag, and the Empire flag. It is to be noted, too, that the Union Jack flies officially all the year round in the four provincial capitals—Capetown, Maritzburg, Bloemfontein, and Pretoria—as well as the chief coastal towns. As to the flying of it officially in the smaller towns, it was agreed at the time of the settlement of the controversy that this point should rest with the Government of the day.

In this connexion, General

Hertzog declared when the compromise was reached that while the Union Jack would not be flown in every little dorp, it would be displayed wherever predominant sentiment demanded it.

Sentiment amongst the coloured people in Capetown is certainly strongly in favour of the British connexion, whence the manner in which, during Thursday's riots, they tore up the new national flag and cheered the Union Jack. This may be taken as a demonstration of faith in the ideals for which the Empire flag stands and also as very marked disapproval of the attitude of many Dutch-born South Africans who still find no more in the conception of Empire than an imposed political connexion. General Hertzog himself is not free from criticism in this regard, and his latest declaration, to the effect that the new national flag is a lasting symbol of South Africa's independence of the power and authority of the Union Jack, is hardly what one would expect after his acquiescence in the compromise reached last year. He is obviously much more of a Nationalist than an Imperialist in the best sense of that term. The extremists in South Africa still hold a view of the Empire as something outside South Africa, pursuing its own ends, to which South Africa's interests are considered subordinate, whereas the true conception is that of something inside Africa—a free political relationship offering innumerable opportunities to South Africans for making their country great. It is, of course, a thousand pities that there should again be racial troubles over this flag question, after the settlement which it was hoped would heal all breaches, but it is particularly comforting at the present juncture to realize that there are at any rate some coloured people who have a just appreciation of what British rule really stands for.

A Great Discovery.

We are glad to observe that on making further incursions into perhaps ill-assorted laws of this Colony, the Police authorities, or their legal advisers, have discovered a means of action against anti-Japanese orators. We somehow thought this was possible if the authorities sought far enough. As we pointed out in a leading article earlier this week, our own brief survey of the Ordinances revealed two Sections under which they could have been charged, and the police have now revealed yet another.

The meek confession in Colonel Eaves' Court by which two agitators escaped scot-free, must have caused the makers of some of our laws to turn in their grave. It is obviously an anomaly which could not exist in British law that a man could make use of terms in the public highway before large numbers of people, the publication of which by law prohibited as far as handbills, pamphlets or banners were concerned. Yet two loquacious agitators were kindly released. The fault, of course, could not be attached to the Magistrate concerned. It was with extreme reluctance that Colonel Eaves accepted the unconditional withdrawal of the police charges; probably, like the man-in-the-street, he looked at the matter from the point of view of common-sense, an unusual amount of which quality (for officialdom) he has demonstrated in several of his decisions during a brief sojourn in the Magisterial chair. However, it would appear that the police have got over the difficulty by pleading that the orators are guilty of disorderly conduct whereby a breach of the peace might be occasioned, and of causing an obstruction. A man prosecuted at the Kowloon Magistrate yesterday was sentenced to two months' hard labour, and, though we do not propose to discuss the merits of the case, it is significant that his main excuse was that he considered it his duty to take upon himself the role of anti-Japanese orator. It does not take much imagination to realize the state of affairs which would arise if this idea spread to any extent, and the sooner a stop is put to it the better. For the time being we are content that the police have now disposed of absurd an

DAY BY DAY.

THE ONLY WAY TO BE REALLY UNUSUAL IS TO BE ONESELF—which HARDLY ANYBODY IS.—Ada Lever-

sos.

Dr. J. S. Dykes has been appointed a Member of the Dental Board.

A new schedule of charges by the Bacteriological Institute appears in the *Gazette*.

Lieut.-Colonel Frederick Eaves, D.S.O., has been appointed to act as First Police Magistrate.

Dr. Phoon Seck Wong has been appointed a Member of the Midwives Board for a term of three years.

The *Gazette* contains scales of charge for ex-ray and ultra-violet ray treatment, and massage, at local hospitals.

A bankruptcy notification states that a first dividend of \$10 per cent. has been declared in the matter of Lo Tse-lim, of 65, Wing Lok Street.

At the P.W.D. offices on the 18th inst., there will be offered for sale New Kowloon Inland Lot 1135, situated at Shamshui-poo. The area is 1,785 square feet, and the upset price \$2,231.25.

Mr. G. K. Blair, of 16, Bowen Road, has reported to the police the theft of \$1,500 worth of jewellery and money. Two of his houseboys are suspected, as they have absconded.

Tenders are invited for the preparation of site and the erection of latrine at Wong Nei Chong also demolition of existing latrine together with all other necessary and contingent works.

Among the passengers sailing for Home to-day on the *Hakusan Maru* is Mr. E. R. Price, formerly of the staff of the *China Mail*. It is understood that Mr. Price is returning to the Colony.

Hon. Gerald William Lascelles, of Tillington House, Petworth, Sussex, brother of the Earl of Harrowood and uncle of Viscount Lascelles, left unsettled property of the gross value of £25,888 1s. 10d.

It is notified that, at the expiration of three months, the J. T. Lloyd and Company, Limited will, unless cause is shewn to the contrary, be struck off the register and the Company will be dissolved.

Four more contributions were received yesterday for the establishment of the Chinese Faculty in the Hongkong University. The Sincere Company \$1,000; Mr. Kan Ying-pi \$1,000; Mr. Chan Lim-pak \$600; and Messrs. Luen On \$300.

The Hongkong Agency of the Nederlandsche Handel-Maatschappij (Netherlands Trading Society) has received a telegram from the Batavia office announcing that a dividend of ten per cent. has been declared for the year 1927.

Whilst the *Yau-mati* ferry boat *Mun Chung* was crossing from Hongkong to *Yau-mati* yesterday afternoon, a Chinese, forty years of age, jumped overboard in an attempt to commit suicide, but was rescued by the crew of a passing motor boat.

Mrs. B. Spaulding, who recently severed her connexion with the Union Insurance Society of Canada, Ltd., after eleven and a half years service, is sailing for Home by the *Hakusan Maru* to-day. She has been the recipient of several handsome presents from the members of the European, Portuguese and Chinese staff, amongst whom she was very popular.

We are installing new lighting in the Chancel and Sanctuary of the Cathedral; and possibly also in the nave and transepts, says *Cathedral Notes*. The Chancel and sanctuary are to be lit by lamps reflected eastwards, so that no naked light will be visible to the congregation. Even the experiments so far made show what a vast improvement such lighting will make.

Altar rails for the Lady Chapel are in process of construction, writes the Dean in *Cathedral Notes*. These are being carved in teak, to a beautiful design of grapes and vine leaves and corn, drawn by Mrs. H. V. Koop, working in conjunction with the Cathedral Architects. If the execution of the work proves to be as good as the design, the new rails will be a great addition to the beauty of the Cathedral.

LETTERS FROM HONGKONG.

7.—Following Winds in the Gulf of Suez.

We sailed on into the canal. At first, marshes on each side, some of them white with salt. Later, the sand and decaying slowly in the silent heat. At points along the canal, gangs of labourers, Indian and Egyptian, dig out the sand that is continually being blown into the water, and run it by hand in trolleys a little way out into the desert. At one point where the water widened, the men were digging by hand, putting the earth on their heads, and dumping it into hand trucks on the other side. Engineering here is probably very much the same as it was in the days of the Pharaohs.

The weather grew warmer and warmer, but the sky was overcast and it was still bearable.

At five-thirty one morning an oil tanker drew up just outside our porthole and hooted. It went on hooting till we got up. Consequently we saw the sunrise when we lay off Suez, replenishing fuel, water, and green vegetables, and we thanked the oil tanker. Here one wants to be able to see both sides of the ship at once, the east to watch a fiery ball bounce with incredible speed over a low dark line of hills, and the west where a truly gorgeous line of rugged sandstone heights change from mauve to shining red and orange. Later these become lighter and lighter under the blinding heat until they assume the character of fairy mountains with no mass, riding on an astonishing line of faint orange tinges above the shining blue-green water. Looking carefully, you can see trucks of men leading from the shore into hidden valleys behind the burning rocks. Occasionally there is a patch of something darker that may be vegetation, or some unexplained shadow.

After breakfast, we moved off down the gulf of Suez with a light following wind. It got gradually hotter. Many of our friends just sat and perspired. Mary ordered an iced soda water and spent a good deal of the morning pouring drops of it on to the back of her neck. Finally she fished out the block of ice and put it on the top of her spine, holding it there till it was melted. Then she went for a walk round the deck to dry.

"How" said F. who is returning from six months' leave at Home. "Yes, pretty fair, but it can do better than this in Hongkong in summer," I wonder.

CORRESPONDENCE.

NOT TRUE.

[To the Editor, *Hongkong Telegraph*.]

Sir.—In view of the "Amazing Tragedy" tale of murder in a Spanish convent, published in your issue of 28th May and taken from the *London Daily Chronicle*, I should be grateful if you would publish the fact that the following day the *Daily Chronicle* gave prominence to the following correction:—"The report in question was quoted by our Paris correspondent from a Paris newspaper, and was published by us in good faith. From further independent inquiries we have since made we are satisfied that there is no truth in the statements contained in the report and we regret having given publicity to them."

Interviewed in London, the Spanish Ambassador characterised the report as absolutely false, adding "The news is the laughing stock of Spain and a revival of the old libellous report contradicted some months ago."—Yours, etc.

KOWLOON BUS SERVICES.

Sir.—Will you, on behalf of a number of residents of Kowloon Tong, put the following questions to the C.S.P.:—(a) are there any recognised routes which buses are obliged to follow under police regulations? (b), if so, will he draw the attention of the Kowloon Bus Co. to the pranks of their drivers after leaving Prince Edward Road and entering Kowloon Tong?

Since the beginning of May it has been impossible for residents of Kowloon Tong to follow the vagaries of the service. Often enough one stays at a terminus at which the bus never arrives, while on other occasions a bus licensed to carry 14, and exceeding that number, if one cares to count school children, makes a sight-seeing tour of the district before winding its weary way to the ferry.

Yesterday a particularly flagrant case occurred. Drivers of

POEMS THAT LIVE.

THE SHEPHERD BOY.

He that is down needs fear no fall,
He that is low, no pride;
He that is humble over shall
Have God to be his guide.

I am content with what I have,
Little, or much:
And, Lord, contentment still I crave,
Because Thou savest such.

Fulness to such a burden is
That go on pilgrimage:
Horo little, and hereafter bliss,
Is best from age to age.

John Bunyan.

Lord Burghley, the well-known Cambridge University athlete and son and heir of the Marquis of Exeter, who is 23, has been appointed a J. P. for the Liberty of Peterborough.

two buses one following twenty yards behind the other, completely ignored the normal route and for no understood reason. Where they went to exactly it is difficult to say, but I, for one, walked casually to Prince Edward Road and caught a No. 6 bus, before either had made their appearance at the regular terminus.

If the bus company is fully aware of the chipping and changing continually going on, it is incumbent upon them to inform the public. We know that the Kowloon Bus Co. has been granted the monopoly for Kowloon Tong, and therefore in the absence of competition the necessity for supervision becomes stronger.

No one would have any complaint to make if the movements of the buses were fully understood. It is when people miss ferries by reason of the idiosyncrasies of a perhaps humorously-minded bus-driver that warranted annoyance is felt. I am anxious to know if the police have any authority regarding the conduct of this bus service, and if so, when they propose to exercise that authority? Thanking you.—Yours, etc.

KOWLOON TONIGHT.

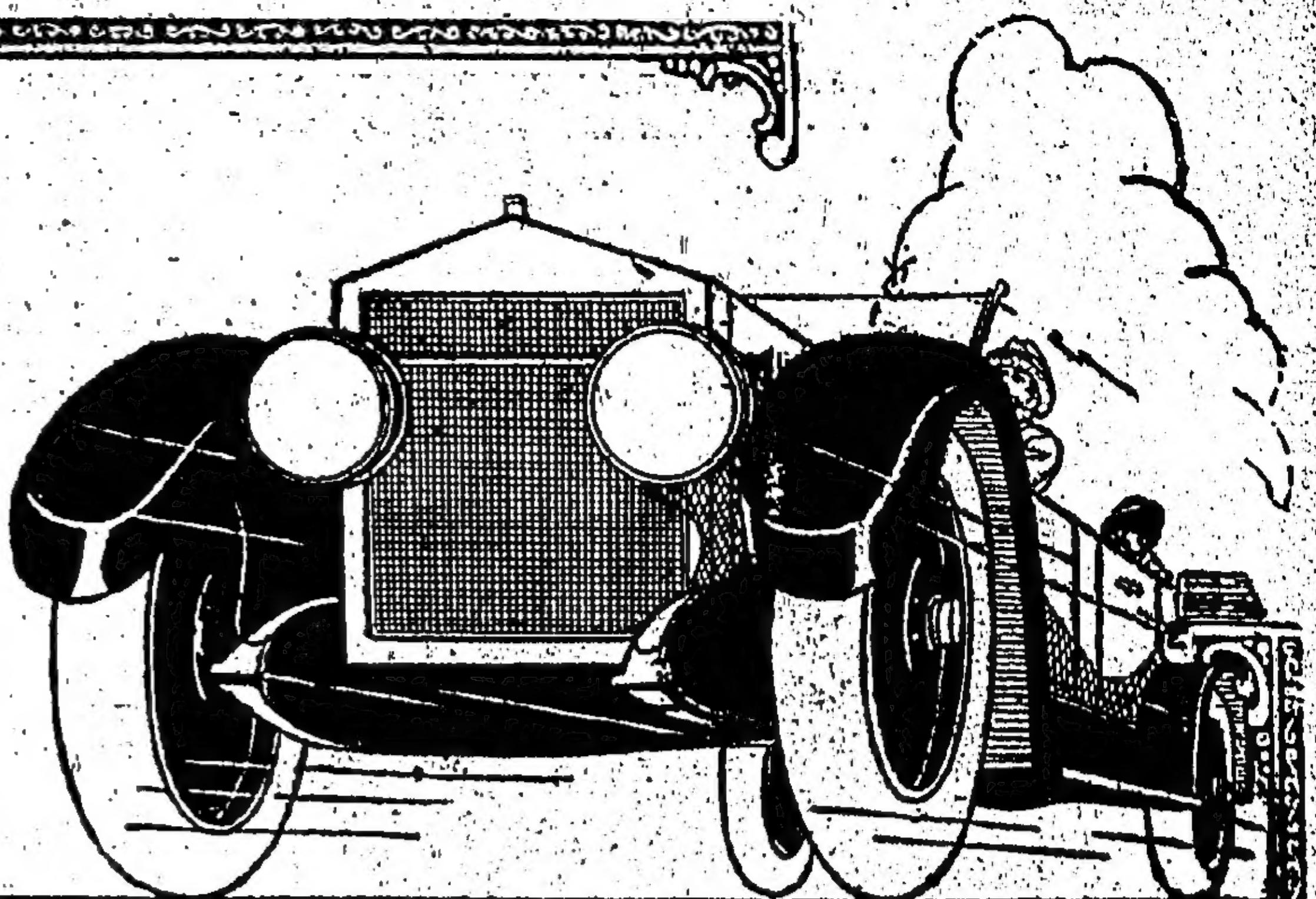
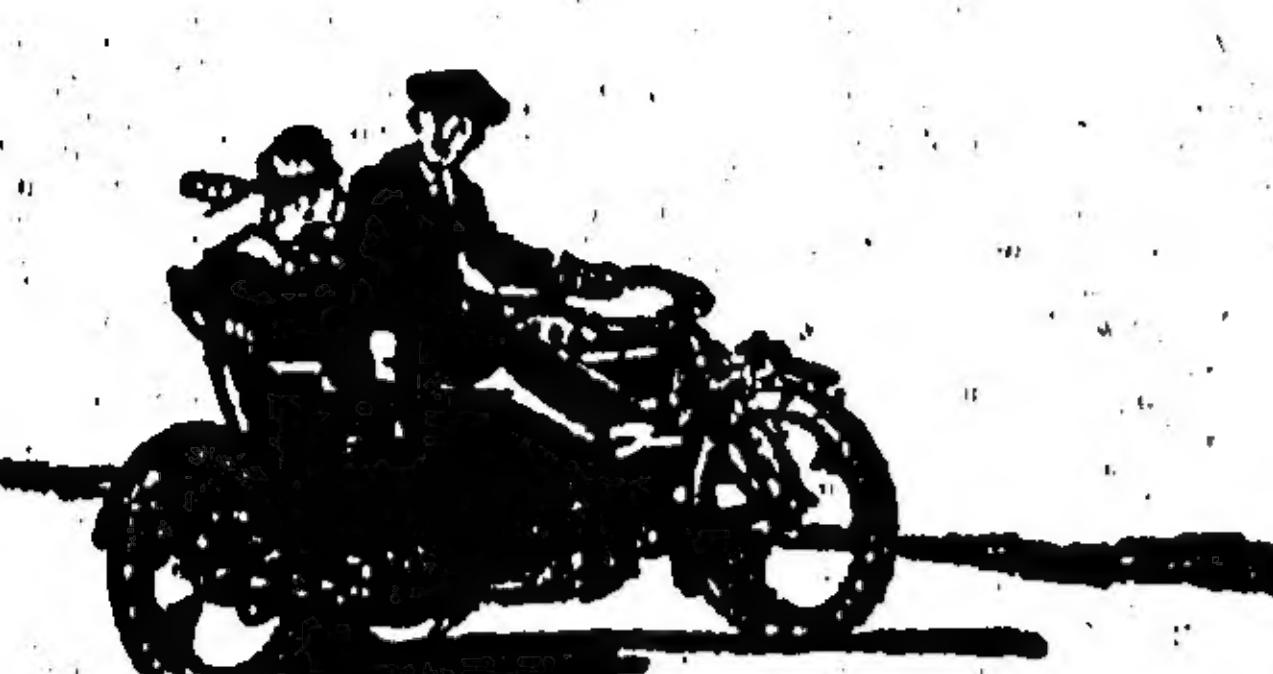
P.S.—During the worst of the morning's rain, no bus appeared at all in the space of half an hour. Kowloon, June 2nd, 1928.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY 2nd JUNE, 1928.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

King's Birthday.

In connexion with the King's Birthday parade, which is due to take place at Happy Valley on Monday, we learn that the military authorities have agreed to march all troops returning from the parade on the right-hand side of the road, thereby leaving the left-hand side and the centre free for motorists driving up Morrison Gay Road. As a special concession, Kennedy Road will be opened to west-bound traffic after the parade, and if this road is used by all drivers whose destination is Caine Road, Robinson Road or anywhere on the middle levels a great relief to the traffic on Queen's Road East will result.

At Government House.

Monday evening a large number of cars will be engaged conveying guests to and from Government House and one or two improvements have been carried out to facilitate the movement of traffic. A portion of the turf inside the grounds, near the main entrance of the House itself, has been removed and surfaced to enable a free passage of cars outside the porchway, and it is now possible for four cars to draw up near the entrance and drop their passengers. At the same spot a telephone has been installed leading to another telephone near the gateway on the main road, so that guests requiring their cars after the reception will just give the number of their vehicle to the telephone operator, who will communicate it to the other operator outside. There will be four A.A. patrols on duty, both at the Parade in the morning and at Government House in the evening, assisting the police, and they will have lists of the places where cars are parked in the vicinity so as not to cause undue delay in locating the vehicle which is required. In the evening there will be parking at Upper Albert Road and Kennedy Road. Motorists will no doubt appreciate these improvements.

Public Car Touts.

It is frequently reported that touts for public motor cars are dealt with by the police, but the objectionable practice still continues. There is not a doubt that these touts are employed for particular vehicles and although the drivers and owners of such cars are to a certain extent responsible, there appears to be no action ever taken against them. The touts work on a commission basis and they are paid by the driver with the owner's permission. In this offence, therefore, there are three people implicated but only one punished. Surely, it would help to put a stop to this practice. If the owner and the driver were proceeded against. In some cases it would perhaps be difficult to prove anything against the two who keep in the background but there must be some cases in which action could be possible. At times we feel a certain amount of sympathy for the youths who are out to earn ten cents or so who get caught and fined. It is impossible to say whether the owner of the car who employs the tout ever comes to the rescue by paying the fine for him, but we do think that wherever possible the driver and the owner should be held legally responsible and dealt with accordingly. If this could be done it would assist in putting a stop to youthful coolies pestering the public.

Drivers Molested.

We have heard of cases lately in which the drivers of cars who have had the misfortune to knock down a person have been assaulted by bystanders who have taken the law into their own hands—sometimes by people who have not even witnessed the accident and know nothing

about the merits of the case. If this sort of thing goes on it will naturally follow that drivers who are involved in an accident will not stop to render assistance or to convey the injured person to hospital for fear of being molested. The Chinese public seem rather slow to appreciate a point like this—as slow as they seem to understand the need to facilitate safe street traffic by acting as reasonably cautious pedestrians. There ought to be strong action against any who seek to interfere with a driver after an accident, for there are the laws of this Colony to see that justice is done to any injured person.

Heavy Rains.

The heavy rains during the past week, whilst they have been highly beneficial to the Colony as a whole, have served to show up several bad patches of roadway at various points, and it is to be hoped that work of repair will be put in hand before the remainder of the summer rains worsens matters. We fully understand that where a trench has been dug to permit of pipe or cable laying, the filling-in must be allowed time to settle down before final re-surfacing can be undertaken, and it would be foolish to complain in this regard. But it should be the policy of our P.W.D. to re-surface trench cuttings as soon as is ever possible.

Noises in Kowloon.

Residents of Kowloon are again complaining of the noise made by motor cycles, and we are constrained to support these residents in their plea for greater consideration by motor cyclists. Although much has been done by designers and manufacturers to make the ordinary motor cycle much less noisy than it used to be, there are not a few young riders who love to hear the loud bark of an unshielded exhaust, and they deliberately open the cut-out in front of the muffler in order to satisfy their desire to hear the powerful get-away of the exhaust gases. Cut-outs are fitted to motor cycles in order to give the rider opportunity to get a little extra power out of his machine when he is climbing a stiff hill, for the ordinary muffler tends to retard the escape of gases and has a slight lessening effect on the "pull" of the engine. But cut-outs should not be used in residential areas and it is lack of thoughtful consideration, plus a little pandering to vanity, which leads a motor cyclist to open up full blast in, say, Nathan Road and adjoining thoroughfares. Once he is past Tai-chuk and out on the open hilly road he can let things rip in his own particular way, but he ought, as a fellow resident of those who now complain against him, to show more regard for the peace and quietude of others.

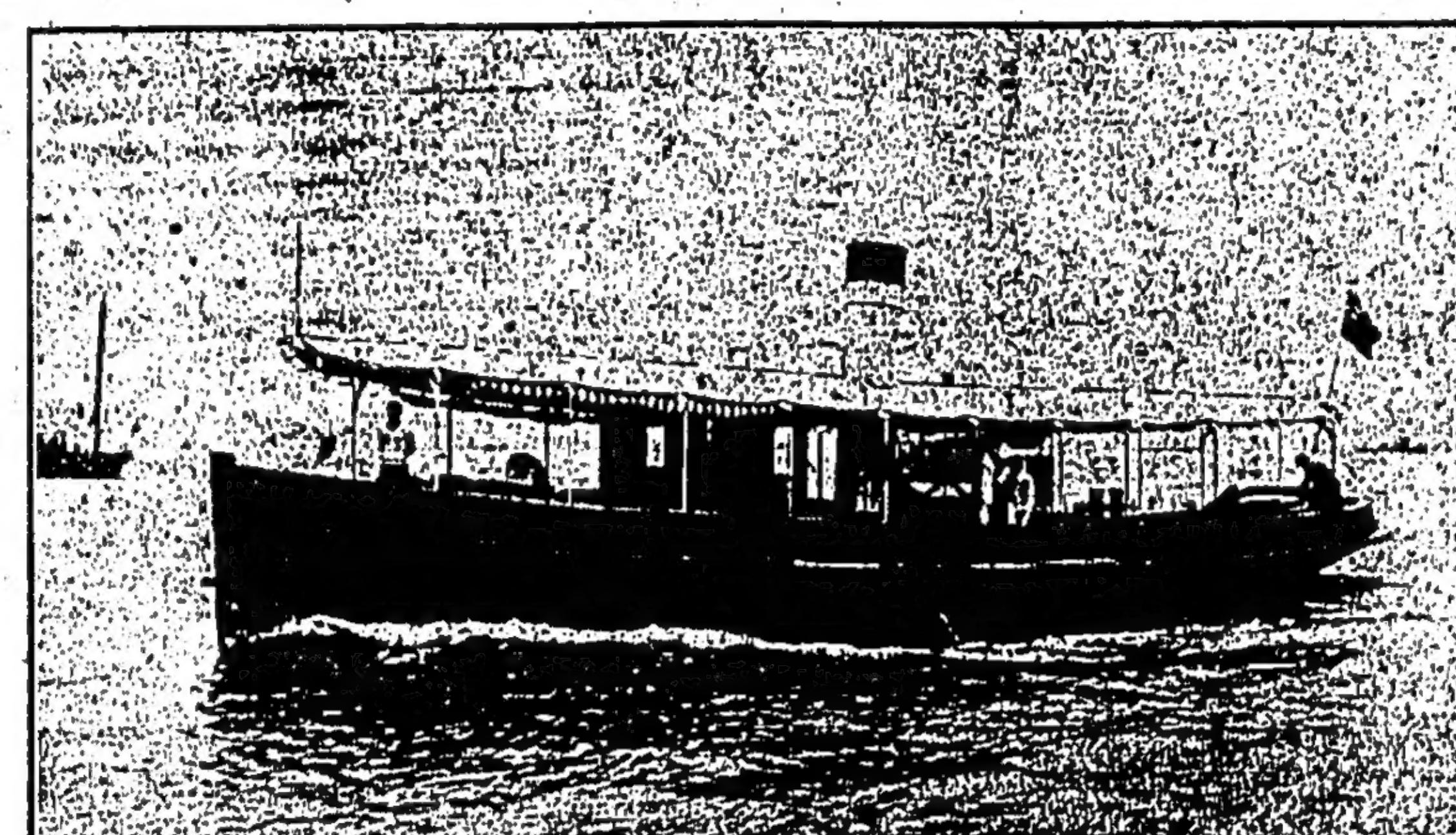
Kowloon is becoming more motorised and noisy at such a rate that its continuance as a desirable residential district is threatened, and motor cyclists could do much to postpone the process if only they would make their mounts as silent and inoffensive as possible.

A Gasoline "War."

Hongkong motorists will be interested to learn that there is a gasoline "war" on both in Shanghai and Singapore, through the introduction there of another brand. In Singapore this new spirit is offered at 60 cents per gallon and in Shanghai it is on sale at 68 cents per gallon against 64 and 69 cents charged by the older companies. The Shanghai and Singapore newspapers have given great prominence to the arrival of the new spirit and in Shanghai there has been some trenchant comment by standards who have taken the law into their own hands—sometimes by people who have not even witnessed the accident and know nothing

NEW MOTOR BOAT FOR HONGKONG.

Fitted With Gardner Engine.



The above photograph shows the new motor tow launch built for the Hongkong and Kowloon Wharf and Godown Company by the Hongkong and Whampoa Dock Co. The boat is engined by a Gardner semi-diesel engine, supplied by Messrs. Dodwell and Co., Ltd.

(Photo: Ming Yuen.)

On Wednesday afternoon last a very interested party was present, at the invitation of Messrs. Dodwell and Company, Ltd., on a demonstration run of the new motor tow launch, "Choi Cheuk" (Kingfisher) which has been built for the Hongkong and Kowloon Wharf and Godown Company. Among those present were Messrs. F. H. Crapnell (Hongkong and Kowloon Wharf and Godown Company), W. Macfarlane (Dairy Farm Company), W. Borrowman (Meat Packers, W. S. Bailey and Co.), H. T. Brooks (Fire Department), D. B. Bone and D. Lyle (Taikoo Dock and Engineering Co.), Commander J. C. Newill (Harbour Master), A. E. Stone (Asian Petroleum Co.), T. G. Weall, L. G. Dodwell and M. A. Johnson (Messrs. Dodwell and Co.), G. Swan and Mr. Chittenden (Government Marine Surveyor's Office), and A. Morley (Hongkong Telegraph).

The new boat, which has been designed and constructed by the Hongkong and Whampoa Dock Co. and who also installed the machinery supplied by Messrs. Dodwell and Co., Ltd., is of the following dimensions:—Length, 70

feet; breadth, 13 ft. 6 ins.; depth, 5 ft. 6 ins.; draught (about 5 ft. 3 ins.). In design the boat follows customary practice but her stout funnel containing the silencer and slightly raked stem and sheer, giving her a very pleasing appearance. The hull is exceedingly strong in order to withstand continual buffeting but in spite of this heavy design she exceeded 9½ knots on trial.

The engine incorporates many points of considerable interest. Operating on the 2-cycle, semi-diesel principle, using crankcase compression, it is devoid of valves with the sole exception of the compressed air starting mechanism. Separate fuel pumps are fitted, one to each cylinder, the engine speed being controlled by a sensitive governor acting on the fuel pump wedges. The direction of the fuel spray can be regulated by external means which

permit of a much lower general temperature, the domes only reaching "black hot" heat, thereby giving many years' service, a distinct advantage over the former hot bulb type. Initial heating is afforded by the makers' Patent Quick Start

apparatus (3 minutes) or by electric plugs (15 to 45 secs.). The lubrication has received special attention, a most important feature when it is realised that the cost of lubricating a crude oil engine is about 23 per cent. and often well above 30 per cent. of the fuel oil bill. Gardner system is positive, independent of gravity and if desired the amount of lubricating oil can be cut down to the actual quantity used by the engine. The combination of general design and proper combustion and efficient lubrication is reflected in the exhaust, which is almost invisible.

The whole engine is a beautiful example of sound British design, the machining and general appearance being excellent, typical of the makers' expression "immaculate finish." The control is simplicity itself, the whole operation of reversal being carried out by four turns of one wheel conveniently placed to the clutch handle.

The launch reflects the greatest credit on the builders of hull

and engine alike and her owners

are to be congratulated for their

progressive policy which has re-

suited in this fine, new acquisition

to their fleet.

THAT NEW CAR.

Replacing an Old and
Faithful Mount.

In the family circle it has long been agreed that the disposal of the old car and the substitution of one of much later vintage was an overdue procedure. The old car's popularity fell to zero point in the family's estimation while negotiations were in hand for the purchase of a brand-new vehicle of well-known marque.

In due course the latest model

arrived at the door, ready to re-

ceive the approbation or criticism

of those members of the family

who had not seen it glittering in

the splendour of the showroom,

as well as the further comments of

those who had already inspected

it.

Beyond ordinary reproach was

the dull sheen of the fabric body,

the choleric-like silence of the en-

gine was admitted by all to be a

distinct advance as compared with

the old car.

Yet on taking over a new car

there is often a sense of loss when

the previous one is remembered,

whatever the latter's little short-

comings and drawbacks may have

been. To the driver accustomed

by years of usage to a particular

car, the machine assumes a de-

finite individuality; the owner re-

cognizes the changing moods to

which all cars are subject, he is

ready to humour it in the idio-

syncreasies peculiar to its mechani-

cal temperament.

With the new car all this is absent, shining paint and unsold upholstery have to compensate for the temporarily lost atmosphere of ownership brought about by the possession of fresh car.

There is a complete lack of pleasant associations attached to the newcomer; one was able to excuse the slightly difficult starting, the poor lighting equipment of the old car when that wonderful Highland holiday of two summers ago was remembered; the inconvenience of high pressure tyres and noisy gears paled into comparative insignificance when that marvellous tour among the Alps came back to mind.

In the case of a newly acquired car the driver's critical sense is liable to be acute; in the absence of reminiscent connexions he concentrates upon hard, cold facts, and for a while it may be that the new car does not fulfil all the expectations that preceded its arrival.

One car feels much as another in a showroom—governed, of course, by the limitations of price as they affect seating capacity and comfort of upholstery and similar features. But immediately the road is taken there comes to most owners a feeling of unfamiliarity at handling a strange new car.

Perhaps the driver has been accustomed to right-hand gear change, whereas his new mount possesses central control; or there may be a pronounced variation between the respective driving positions. It is long odds that the change-speed mechanism will work

EARLY RACING.

Speed Cars of Long Ago.

Even in 1908 the advertising value of producing the world's fastest car was recognised in America. The Autocar related how the American motor industry was growing, and claimed three hundred factories, with an output of 19,000 cars for 1902. The protagonists were the Stanley Bros. with their light steamers, and Baker with his electric runabout. Baker decided to smash all existing speed records, and built a special "electric cigar" for the purpose.

Driven by storage batteries, the racer scaled no less than 3200 ft. in 25 mph; at least, the machine was sent for records on a crowded track, and the stewards allowed the crowd at the finish to invade the fairway. Baker knew he could not clear them, so he jammed on his brakes violently, tore off a wheel rim, let a corner of the body near the tall down on to the track, and stopped in 650 ft., skidding round at right angles, and injuring a number of the crowd.

In a direction unlike that on the previous car.

Perhaps the truth is that in a

way there is no car like the old

car; yet all the same, quite a num-

ber of people seem to be buying

new ones in preference to keeping

the old warriors—HELL in The

Autocar.



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SPEED — SILENCE — RELIABILITY

WHAT MORE COULD ANY PROSPECTIVE BUYER WANT IN A MOTOR CYCLE? WHICH EVER B.S.A. MODEL YOU CHOOSE, YOU CAN BE SURE OF OBTAINING THE UTMOST VALUE FOR YOUR MONEY—AND A MACHINE THAT IS GOOD FOR YEARS OF FAULTLESS SERVICE.

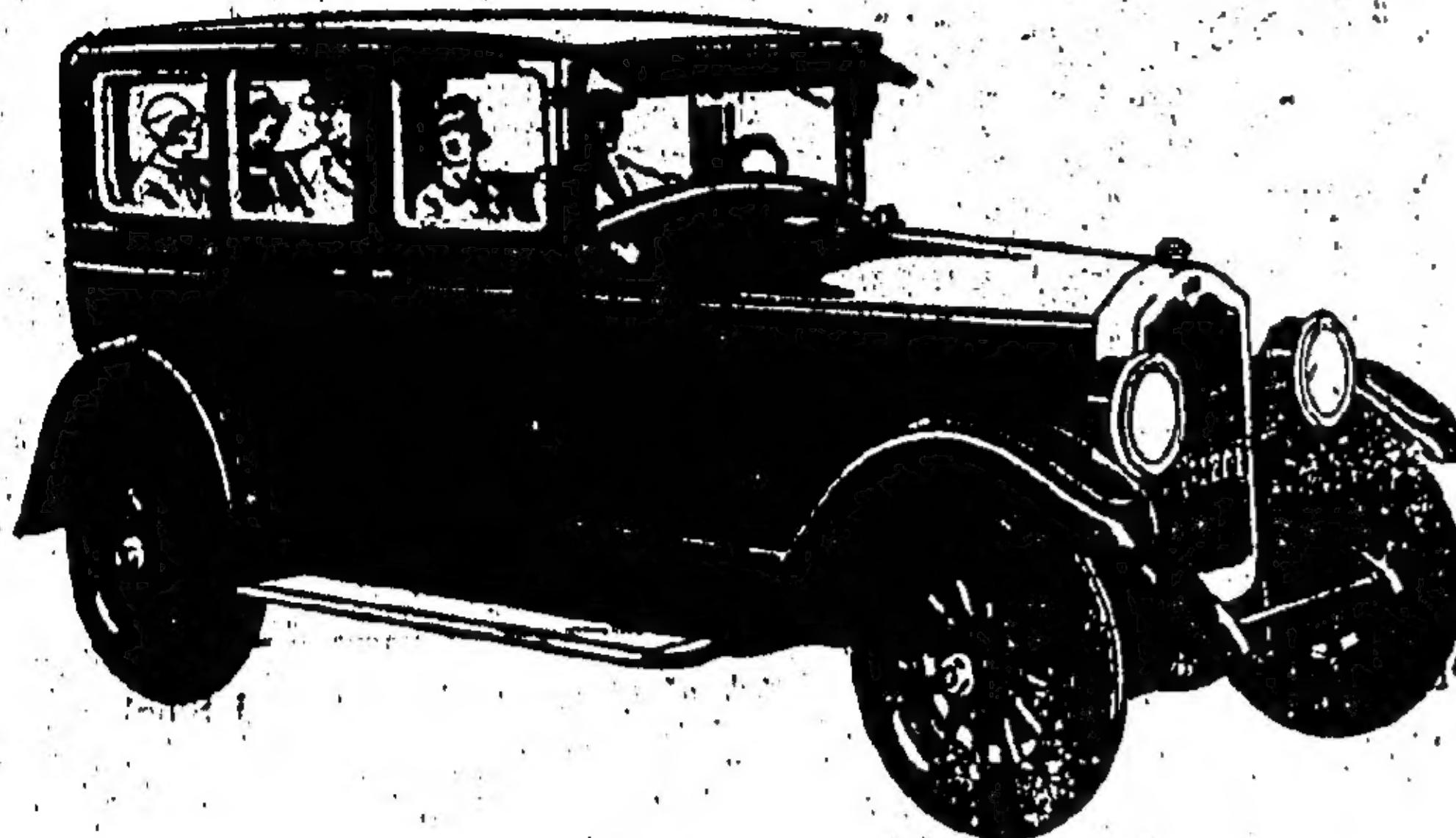
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WHEN BETTER AUTOMOBILES ARE BUILT
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These three Buick features mean easier starting and smoother performance 365 days a year.

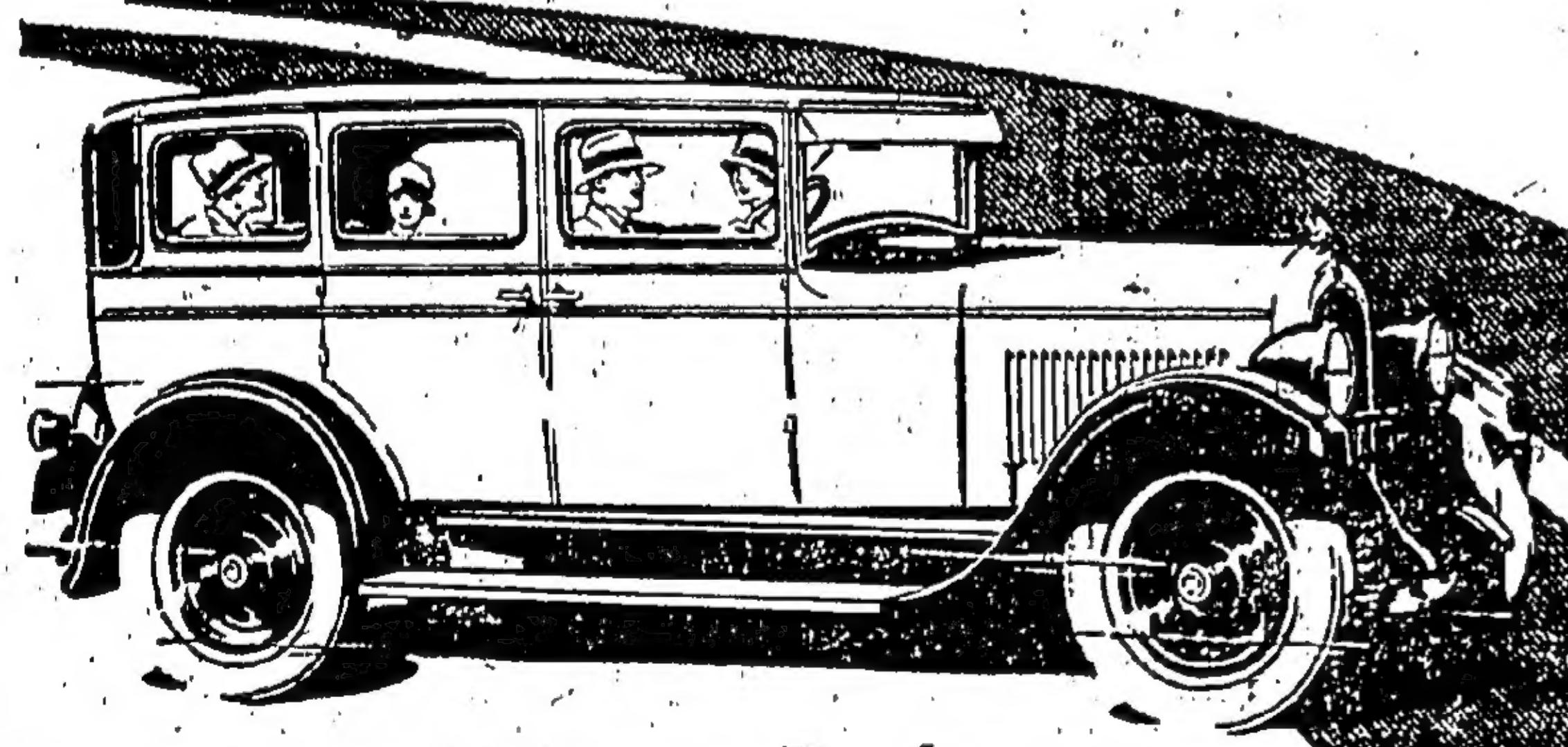
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Full-sized bodies of exceptional fineness, roomier by far than any other car of comparable price. Long, flexible car springs and extra-large balloon tyres, giving you all the comfort of a large, high-priced car.

It has power, speed and acceleration characteristic of all

Chrysler. And, above everything, it gives you a smoothness of operation and ease of handling and riding, that enables you to use its fleetness and dash with real comfort.

The smart New Chrysler "52" is everything that Chrysler-ergy has come to mean among motor cars. Study it in intimate detail. Ride in it. Drive it. Then see how its low prices put it far beyond comparison with any other car in this group.

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DRIVE A CHRYSLER TO PROVE A CHRYSLER

NEW LIGHT SIX

A New "Whippet" Model.

The Willys-Overland Company of Toledo, Ohio, (U.S.A.), have just made an announcement which may prove to be as significant in its influence on the market for light, six-cylinder cars as was the dramatic price development in the light four-cylinder field earlier in the current year. They have announced a new car, the "Whippet Six," at a price range which makes it the lowest priced six-cylinder car ever offered.

At the announced prices, the Whippet Six Coach is \$450 below the nearest six-cylinder car now on the market.

This new car, unlike any other six within \$150 of its price, is equipped with a 7-bearing crank-shaft, setting a new trend among light six-cylinder cars. Other important mechanical features include full pressure oiling system, extra long connecting rods, inverted piston, silent timing chain, and a single piece, pressed steel, banjo-type rear axle.

Mr. John N. Willys, President of the company, states that the Whippet Six has been in preparation for the past year and that it has undergone the most exhaustive tests ever made on any new model put out by Willys-Overland. "For months we have had 160 experimental Whippet Sixes in operation in all parts of the United States," said Mr. Willys, "subjecting them to every known severe test in a determined effort to make this car mechanically perfect before we offered it to the buying public."

"After the Whippet Six had been declared mechanically correct, we put it through a grueling 24-hour run on the Indianapolis Speedway, where it set a new record for cars under \$1,000. The Whippet Six travelled 1,357½ miles in 1,440 minutes, including stops, averaging 56.52 miles an hour. It has shown outstanding ability to climb steep grades in high gear. During a special 50-mile run, it averaged 63 miles an hour. In second gear, it averaged 35.73 miles an hour for 150 miles.

"Each of these tests was officially observed by the Hoosier Motor Club of Indianapolis, a branch of the American Automobile Association."

The wheelbase of this new car is 110 inches, and full balloon tyres are standard equipment on all models.

Equipment includes automatic windshield wiper on enclosed models, rear view mirror, dome light in the sedan and coupe, combination stop light and tail light, fuel tank at rear with vacuum feed, motor driven horn, front anthers, 80-miles speedometer, and the usual instrument board indicators.

There are 86½ inches of springs on either side of the car, the springs semi-elliptic in type, with seven leaves. Tryon spring shackles are used, these shackles being self-lubricating and self-adjusting.

Braking equipment utilizes the mechanical type of four-wheel brakes, with 220 square inches of braking surface. The service brake operates on all four wheels, while the hand brake operates on the rear wheels.

Bodies for the new Whippet Six will be built in a new unit of the Willys-Overland factory, which will permit marked saving in body costs. The new car is low in design, with the hood long and narrow, emphasizing the length of the car. Enclosed bodies are fitted with cadet type sun visor. Remote door controls are used, in accordance with the modern note in body design, and the dash construction is extended under the

hood to furnish extra leg room for the occupants of the front seat.

In the design of the power plant and construction of the chassis, Mr. Willys says that they have endeavoured to incorporate all the features usually associated only with the higher priced cars. The motor has a bore of 3½ inches and a stroke of 3¾, and develops 43 horsepower. The use of aluminum alloy pistons with an inverted strut prevents piston distortion and gives greater power, efficiency and smoothness. The use of long connecting rods, 9½ inches, adds to the smoothness of operation by greatly reducing side thrust at high motor speeds.

An outstanding mechanical feature of the Whippet Six is the employment of a 7-bearing crank-shaft, marking the establishment of a new standard quality among low priced sixes. Mr. Willys declares that the use of a 7-bearing crank-shaft in every type of six-cylinder car will probably become general within the next two years.

The lubrication system is full pressure type, regulated to prevent over-lubrication at high speeds. The oil pump is driven by a spiral gear on the camshaft. The spark is retarded for starting by means of a control located on the instrument board. After the motor has started this control is pushed back and control of the spark is automatic, accomplished by a centrifugal governor located in the distributor.

A single plate, dry clutch is used, the clutch housing and transmission case being integral. Transmission is of the conventional type, with three forward speeds and one reverse.

High quality is shown in all material specifications, the use of Timken bearings, molybdenum steel in the drive shaft, chrome vanadium steel in all springs and inverted piston, being indicative of the careful attention given this phase of the work.

With the prices on the Whippet Six lower than for any other six, and with the Whippet Four presenting one model at a lower price than that offered on any other car of its type, Willys-Overland steps into a price leadership in the two mass volume groups of cars, with distinctive models characterized by quality and beauty.

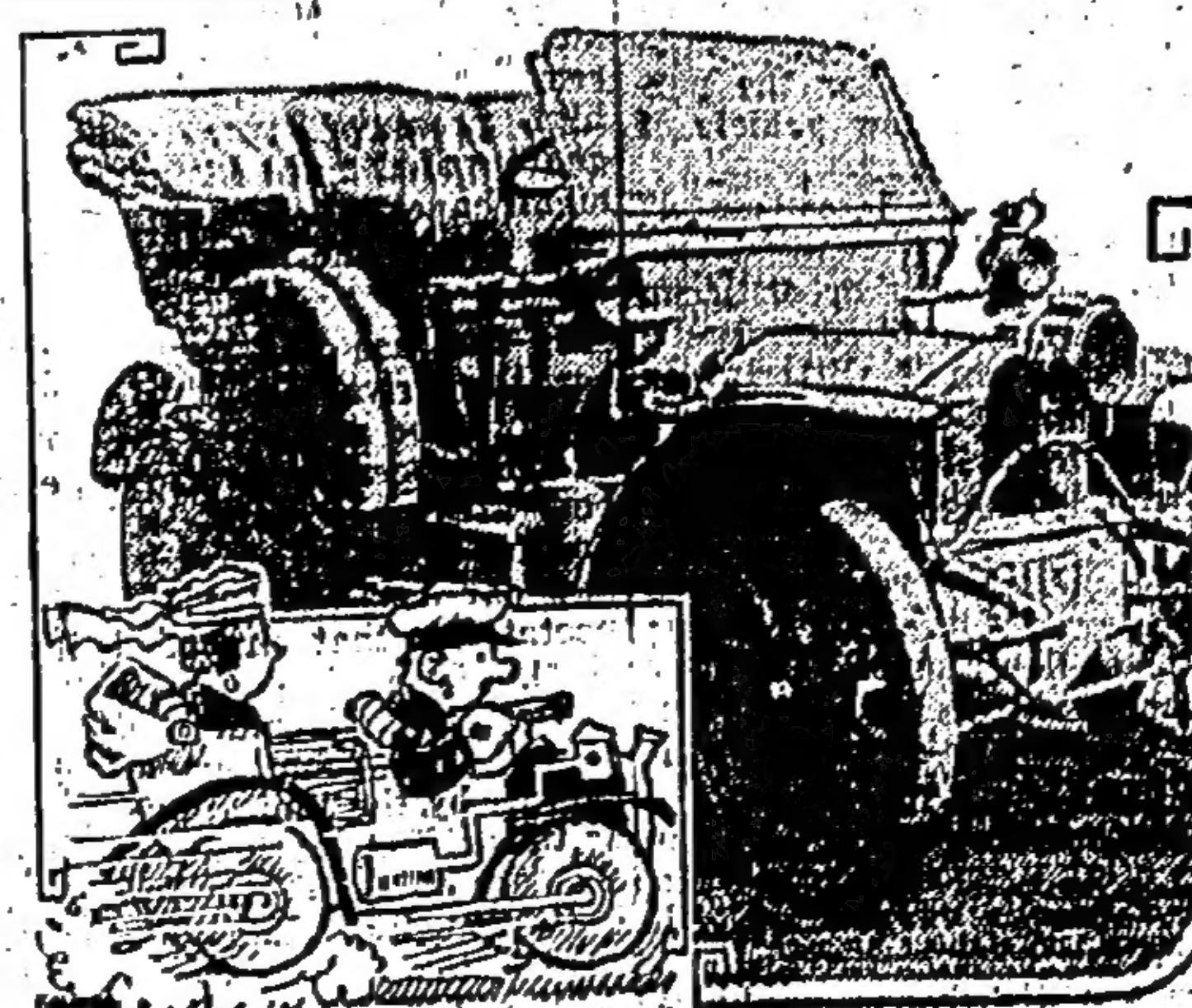
Production of the Whippet Six has been in progress for several weeks, and dealers now have demonstrating models, while further shipments for prompt delivery to customers are well under way. Production plans for the Whippet Six call for the largest output ever reached by Willys-Overland in the six-cylinder field, which was made necessary by advance dealer orders and estimates.

Sales of the Whippet Four have far exceeded any previous volume in the history of the company, and production in this group is now at the rate of 1,100 per day. Mr. Willys states that general sales figures for the first three months of this year clearly indicate a strong trend toward the lower priced fours and sixes. Coupled with the heavy demand for the Whippet Four, the new Whippet Six therefore becomes an important part of the Willys-Overland programme.

NO TRAFFIC SIGNS.

Hancock, Mr., Apr. 26. Because city officials believe that the absence of traffic signs on its streets will cause motorists to stop and ask questions—and, incidentally, spend money—they have refused permission to the state roads commission to erect such signs within its limits. The city officials also argue that under the increased speed allowed by law, motorists would have to stop or slow down to read the signs. And, anyway, signs are too expensive.

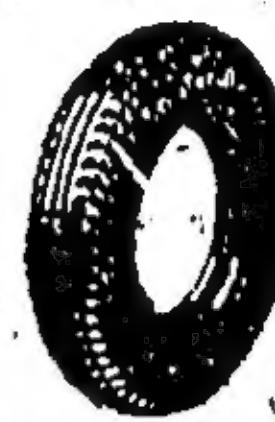
THE BEST, 25 YEARS AGO.



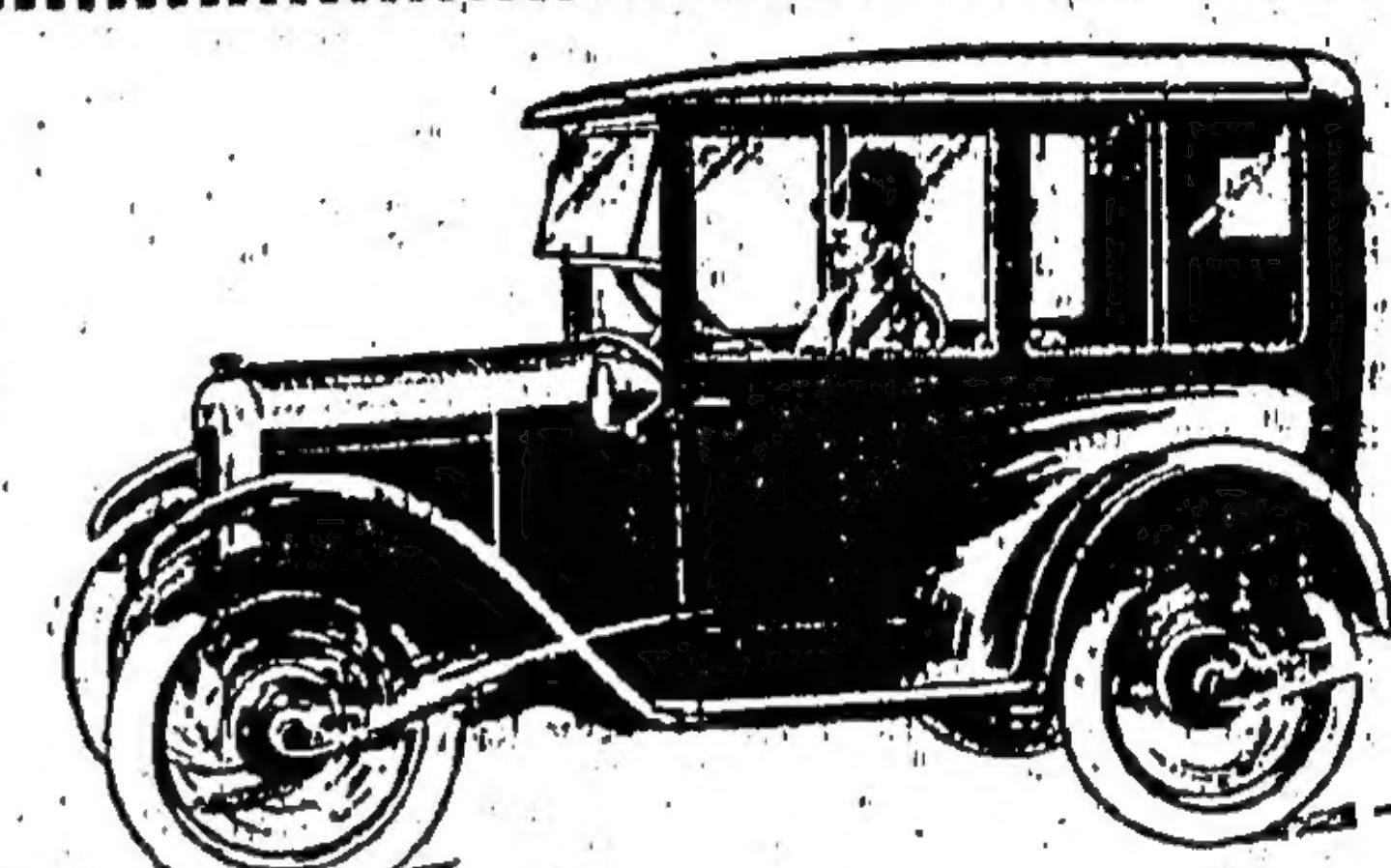
This is a Rolls-Royce, progenitor of the modern high-class car and has remained in the ownership of one man—Sidney J. Gammell of Aberdeenshire, Scotland, since 1909. Gammell recently sent it to the Rolls-Royce museum with the advice that he had run it at least 100,000 miles without a bit of trouble.

Brass Tack Talks on Miller Tires GEARED-TO-THE-ROAD.

IF WE were buying tires instead of selling them we should seek out the tire that boasts the greatest improvements—and when we found it, we should put our money down and buy that tire. If you buy this way, you will buy Miller Scientifically. Correct Balloons—built for new-day driving conditions.



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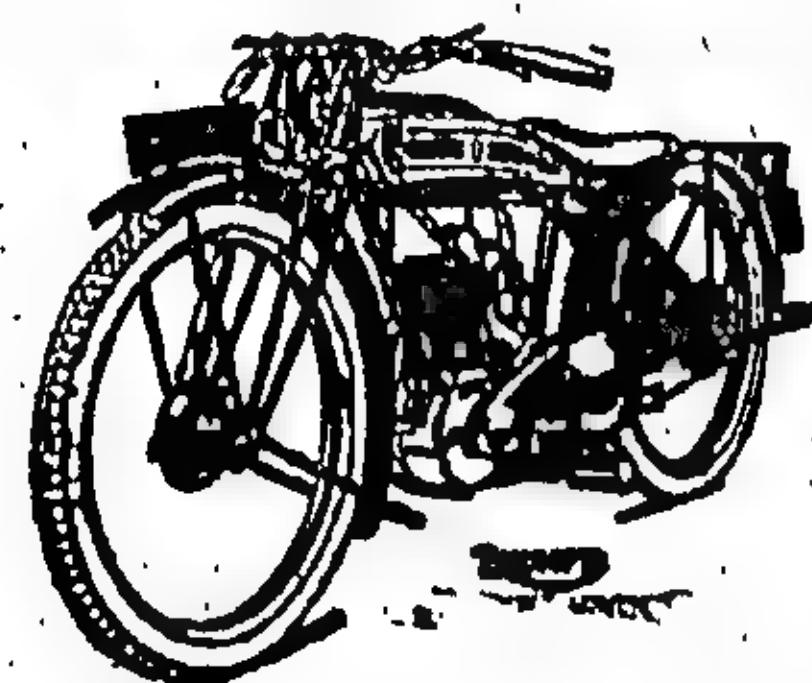
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THE NEW FIAT.

First Model Arrives in Hongkong.

The first of the new Fiat model "520" has now arrived in Hongkong and will be on show at the Fiat Showroom, Des Voeux Road Central, to-morrow.

Between October and November last the Fiat terminated the long series of careful and exacting experiments commenced in the first few months of 1927 on the new model "520" chassis, by a decisive test, taking three of that, a Tourer, a Saloon and a Cabriolet, for very long trips in Italy, France, Belgium and Germany. The Tourer was entrusted to Mr. Borgese, chief tester of the Firm, who drove the car over 12,500 miles, the itinerary, including all the best known Alpine passes as well as some of the Appennines. This course, which was covered completely twice, includes all sorts and conditions of road and every variety of climatic condition, from the mild climate of Central Italy to the snow storms of the Stelvio and other passes in the high Alps.

Some stages of this long run, in which special tests had to be made, were covered in the company of one of our Collaborators, who thus had the opportunity of making various technical observations, the results of some of which we are glad to have the possibility of publishing. From a summary examination of these, the intrinsic value of the new car's performance is fully apparent.

Considering first the speed, which although not the principal feature of a machine, is the characteristic which, particularly in our country, is the first point of reference asked for in a car, we may say that the maximum reached on flat, good, dry roads by the 520 tourer was over 90 Kms (56 m.p.h.). This result was obtained with a standard engine, and it is therefore probable that the new model will repeat the case of the model 501 for which a maximum speed of 75 Km. per hour (47 m.p.h.) was claimed, but which frequently passed 85 Km. (53 m.p.h.).

A feature that greatly interests the public, particularly the Italian public, on account of the differences in level of our roads, is the gradient that can be climbed. This depends on various factors, the most important of which is the power-weight ratio, or rather the excess power available after overcoming the transmission, rolling and air resistances. Naturally these data are only correct for an increase of speed; and of course it will be readily understood that a slight lessening of load will increase the car's climbing powers. Acceleration and pick-up are in direct proportion to climbing

ability, and the conditions just mentioned hold good for these features also.

We will just state briefly the average results of acceleration only, obtained in direct drive with an enclosed drive car carrying four passengers: from 5 to 26 m.p.h. in 12 seconds and in a distance of 90 yards, from 5 to 37 m.p.h. in 21 seconds and in a distance of 220 yards, from 5 to 50 m.p.h. in 33.1/6 seconds and in a distance of 440 yards.

The stopping power, as is only natural, varies greatly with the road, the best results being obtained on a perfectly dry and dustless road, when braking energetically but without locking the wheels. It was found possible to come to a stop from: 15.3 m.p.h. in a distance of 6.1/2 yards, 32 m.p.h. in a distance of 12.8 yards, 44 m.p.h. in a distance 31 yards, 58 m.p.h. in a distance of 50 yards.

It is undoubted that these results could not be bettered, unless some substitute for rubber is found having greater qualities of adhesion. At any rate, they were obtained with the sole use of the brake pedal which acts directly on the four wheels without any great effort being required partly on account of the fact that the rear brakes are of the self-energising type, and partly because the brake drums are of ample diameter and the gear ratio in the rear axle is well proportioned.

The petrol consumption for the whole run of over 12,500 miles averaged about 13 1/2 liters per 100 Kms; quite good for a 2 1/2 liter engine, especially if account is taken of the killing of the engine during starts and stops, and of the fact that much of the journey was over mountain roads. The average speed was fairly high, being about 46 Km. (29 m.p.h.).

It may be added that, as regards fuel consumption, tests made on easy roads, almost flat and without any great variation of speed and no stops, such as the classical Circuit of the Lakes near Turin (50.8 km.), covered at a steady 43 km. per hour repeatedly gave an average consumption of about 12 liters per 100 km., an uncommon average for such an engine.

During the long and severe trial many qualities which the new model possesses in a high degree were noticed; such as the silent working of parts, the smooth, vibrationless running of the engine at all speeds the excellent suspension, due principally to the correct proportioning of the unsprung weight of the car, the ease of steering and of gear changing, both up and down, due to the lightness of the clutch and the easy working of the driver to drive for 48 days without undue fatigue, almost consecutively and over roads often difficult and sometimes extremely rough in almost every part of the Peninsula.

Some of the special fittings proved extremely useful and practical, such as the automatic spark advance, the pre-heating of the mixture, and the well arranged ventilation of the front portion of the body with a given position of the wind screen, the grouping together of all the electrical devices on the steering wheel, the automatic wind-screen wiper control, the diffused illumination of the instruments, tastefully grouped together in one neat panel, etc. etc. All of which things go to make the 520 not only an extremely efficient car but also a very pleasurable one to drive.

NEW FORD SPEEDOMETERS.

Remarkable Accuracy.

The speedometers of the new Model "A" Ford cars have shown remarkable accuracy in the measurement of speeds.

Designed and built to maintain an accuracy of within three miles fast, at seventy miles per hour, these speedometers of the new Fords thus far have shown, in tests, an average accuracy of not more than one and a half miles fast at seventy miles per hour, or just one-half of the tolerance allowed.

The allowed tolerance of three miles fast at speed of seventy miles per hour means, translated into terms of average driving speeds, that if the speedometer on the car indicates a speed of twenty-four miles per hour the actual rate of travel of the car at that time is not less than twenty-three miles per hour, or that if the speedometer shows a speed of forty-seven miles per hour, the car actually is travelling at a speed of not less than forty-five miles per hour.

Whatever the speed limit allowed by law, the driver of one of the new Fords may be certain that he is within that limit if his speedometer indicates exactly that figure which is the legal limit.

The speedometer which is standard equipment on the new Fords is one of the best known and finest of makes. It is driven from a gear on the drive shaft and measures speed from the revolutions per minute of the shaft. The tests of these instruments that are being made regularly in the Ford Engineering Laboratory at Dearborn are interesting. The speedometers are tested against an electric tachometer, which in turn is checked with an integrating revolution counter, the most precise device made for determining speeds in revolutions per minute.

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FORD REAR AXLES.

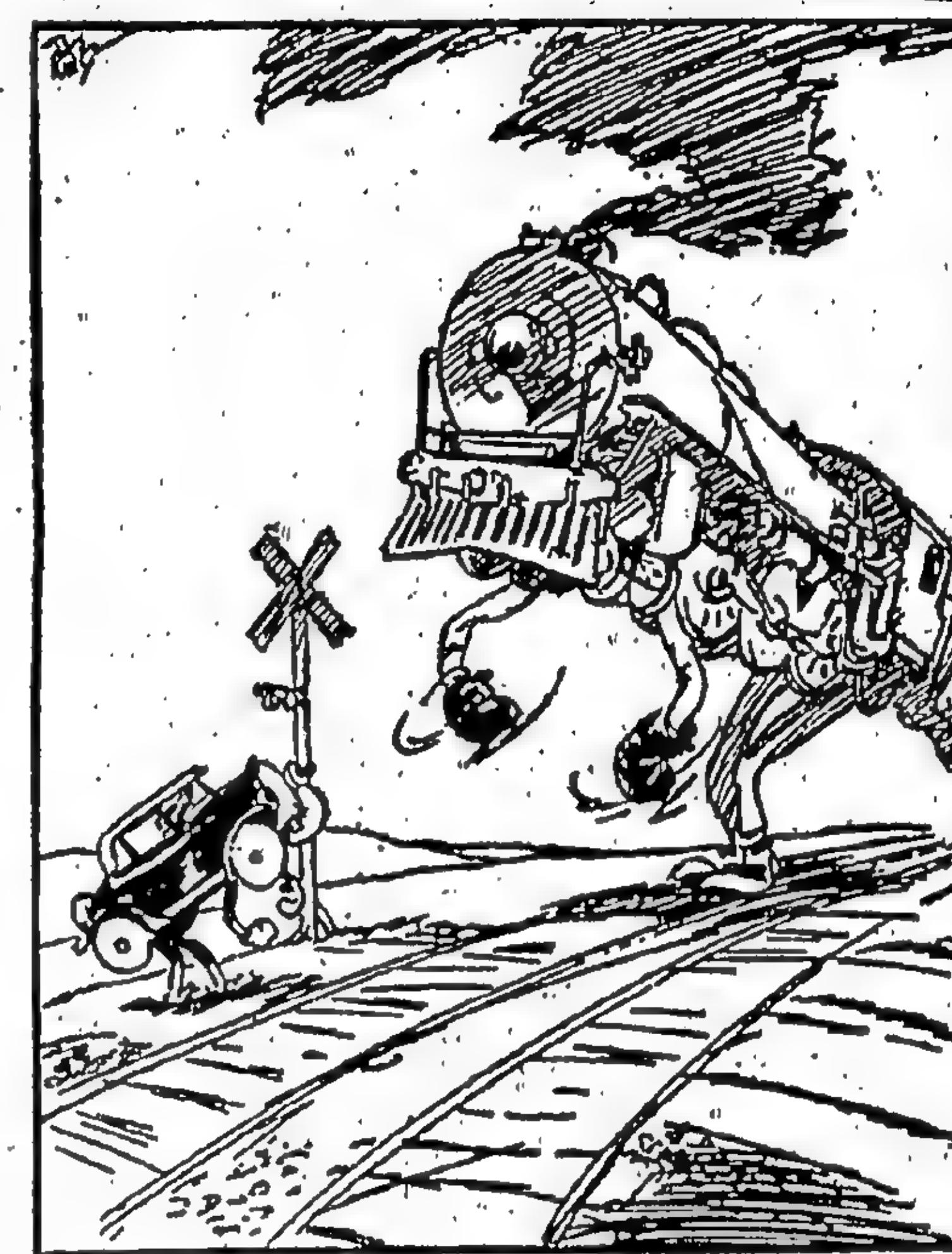
How They Are Tested.

An ingenious testing machine devised and built at the Ford Highland Park plant has recently been placed in service in the rear axle department. Through its use, rear axles are subjected to every condition incurred under actual road driving.

A standard speedometer registers the actual mileage of the test, regardless of the driving speed. The machine not only determines the wearing quality of the differential gears, but also of the tyres, bearings, spring, shock absorbers, universal joint and all welds in the banjo and axle housing, spring hangers and radius rods. The 6,000-mile test corresponds to 5,000 miles zigzag driving over rutted and choppy roads at changing speeds up to 50 miles per hour. Axles are selected for the test at random.

Before being tested, the axle assembly is attached to a standard

AN UNEVEN MATCH.



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7 Bearing Crankshaft.
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5 Disc Steel Wheels.
5 Full size balloon cord tyres.
Automatic windshield wiper, air
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cowl ventilator, force feed lubrication,
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ANNOUNCING!

THE NEW

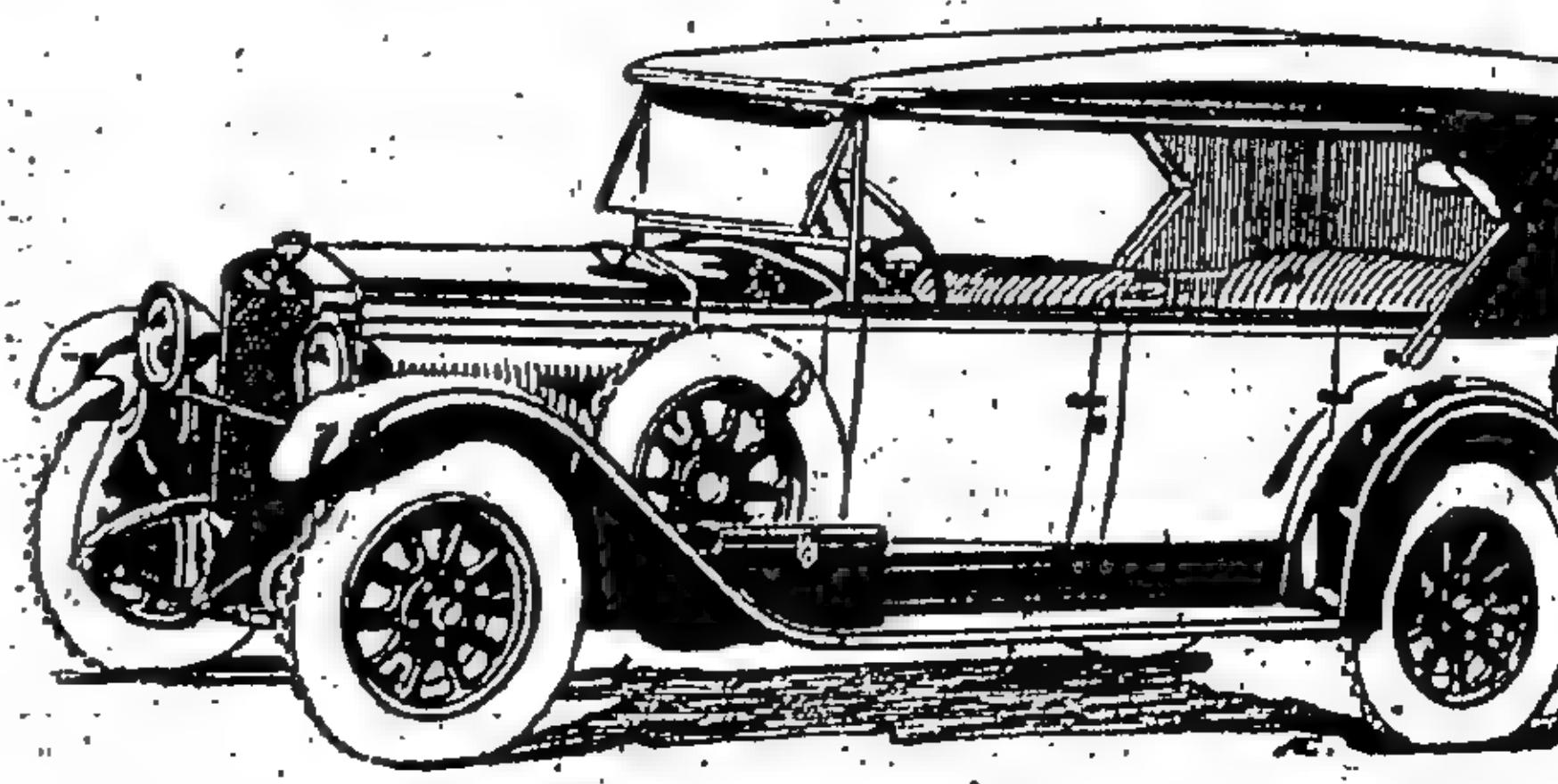
MECHANICAL CHARACTERISTICS OF MODEL "520" CHASSIS.

"En bloc" engine with detachable cylinder head, crankshaft supported by seven bearings, perfectly balanced and fitted with vibration damper—Solex carburettor—Petrol feed by auxiliary tank fitted on the dashboard—Ignition by battery and high tension distributor—Lubrication by pressure by means of gear pump fitted with special filter—Water cooling by means of centrifugal pump—Single disc type clutch controlled by pedal—Gear box for four forward speeds and reverse, gear lever fitted in the centre—Transmission shaft fitted with two cardan joints—Motion is transmitted to the wheels by means of conical gears with curved teeth—Left or right steering of the worm screw type—Hand accelerator and advance lever—4 Wheel brakes of the self-energizing type FIAT patent—Steel artillery wheels for low pressure tyres 14" x 45"—Lighting set by means of a dynamo and battery—Two front lights fitted with an additional bulb for town use and anti-dazzle; tail lamp and dashboard lamp—Electric self-starter by means of motor acting on the flywheel, with pedal switch—Suspension by semi-elliptic springs with shock absorbers.

Cylinders 6 Body space 7' 11"
Bore and Stroke 68 x 103 mm. Length of the chassis 12' 9"
Total cubic capacity 2244 cm³ Width at front 2' 2 1/2"
Wheel base 9' 6" Width at rear 3' 8 1/2"
Wheel track 4' 8" Minimum clearance about 8"

FIAT
Mod 520

THE FINEST MOTOR CAR FIAT
HAS EVER PRODUCED.



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With

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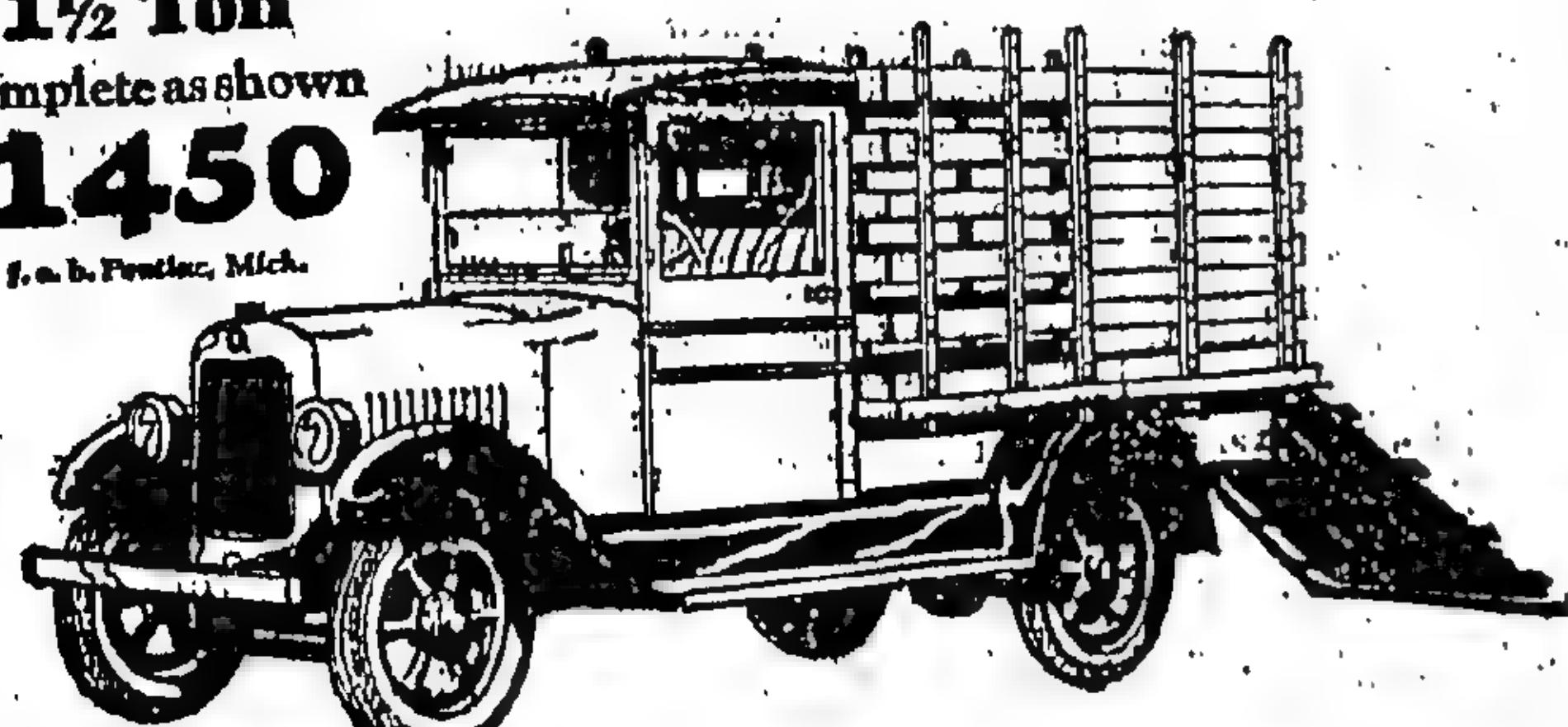
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1½ Ton

Complete as shown

\$1450

S. S. B. Pontiac, Mich.



3 Great Series

Powered by the

PONTIAC

Six Cylinder Engine

1000 cu. in. chassis

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With Screen Body

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\$3875

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FREE WHEEL FOR MOTOR CARS.

Remarkable Test at Brooklands.

A new adaptation of a free-wheel device for motor-cars was successfully demonstrated recently on the Brooklands track.

Several different types of free-wheel have been on the market for some time, the object being to allow the car to overrun the engine, thus causing a great economy in fuel, but their most popular feature is the fact that they make gear changing a matter of merely moving the lever from one notch to another, without even taking out the clutch, thus removing the principal driven terror for the novice.

The De Lavaud free-wheel differential which was shown in an entirely new adaptation of the principle. It has all the advantages of the type which has the free-wheel situated on the propeller shaft behind the gearbox, and, in addition, dispenses completely with the conventional differential gear. This gear allows one back wheel to travel faster than another when going round a corner, but it has the disadvantage that if the car is on soft ground the wheel that is in the softest spot spins round uselessly, with the result, as many motorists know to their cost, that the car remains hopelessly bogged.

With the De Lavaud free-wheel differential, however, although all the advantages of the differential are retained, the wheel which is on the firmest surface gets most of the power, with the result that one wheel cannot spin independently of the other, and if any spin takes place at all both have to spin together.

Spin Overcome.

Two cars were used for the test; one had the conventional differential and the other the De Lavaud device. On the Brooklands test hill the ordinary car failed to get away when one back wheel was placed on a board made slippery with grease, but with the

NEW LIGHTING ACT.

Laxity in Observing the Regulations.

The Road Transport Lighting Act, which came into force at Home recently, seems to have taken cyclists and motorists rather by surprise says a correspondent.

Under this Act all cyclists have to carry either a red rear lamp or a reflector, and motor-cycles must carry a red rear lamp, and though I noticed a number of reflectors on cycles during the day on Sunday, motorists report that at night there were a large number without the necessary legal illumination. No doubt time will remedy this to a great extent, especially when a few convictions have been recorded, and it is hoped that the authorities will not be slow to enforce the Act, which is for everybody's good.

The new Act legalises the spot light on cars, provided it is not used while the car is in motion, and it is probable that some confusion may occur when this sort of light is made use of in a fog.

A new "safety first" device, which comes under the category of lighting, is to be worn by the motor drivers employed by Messrs. Lyons and Co., Ltd. Every motorist knows how difficult it is to see the hand signals of the driver ahead in the dark. Messrs. Lyons have adopted a red reflector on an elastic band, which their drivers will wear on the right forearm. By reflecting daylight, or artificial light at night, it will enable the driver to give warning of his intention to the traffic behind. As a first step 400 of these discs are being served out.

free-wheel differential this was easily accomplished. The De Lavaud device was equally successful on soft ground.

Other advantages claimed are that the phenomenon known as "wheel shudder," which takes place when a high powered car is accelerating on round ground, and which is due to rapid bouncing of the back wheels, is eliminated. Many serious skids are caused through this tendency on the part of powerful cars.

THE MOTOR UNION INSURANCE CO. LTD.

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(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

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PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—286.60 cubic inches piston displacement.

Model 526—Single Six—126-inch wheelbase.

Runabout	2-seater	G\$2,695
Phaeton	5-seater	G\$2,695
Sedan	5-seater	G\$2,805
Coupe	2-seater	G\$2,870
Convertible Coupe	2-seater	G\$2,945

Model 533—Single Six—133-inch wheelbase.

Runabout	2-seater	G\$2,815
Phaeton	5-seater	G\$2,815
Touring	7-seater	G\$2,915
Coupe	4-seater	G\$3,220
Club Sedan	5-seater	G\$3,220
Sedan	7-seater	G\$3,235
Sedan Limousine	7-seater	G\$3,335

PACKARD CUSTOM EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 445—Straight Eight—143-inch wheelbase.

Runabout	2-seater	G\$4,365
Phaeton	5-seater	G\$4,365
Touring	7-seater	G\$4,465
Coupe	2-seater	G\$4,470
Convertible Coupe	2-seater	G\$4,870
Coupe	4-seater	G\$8,075
Club Sedan	5-seater	G\$8,075
Sedan	7-seater	G\$8,075
Sedan Limousine	7-seater	G\$8,175

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

The Dragon Motor Car Co., Ltd.

Telephone Central 1248 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

MAKING A CAR QUIETER.

After long hard usage, the average car begins to operate less quietly than it should and the following suggestions pertain to the elimination of various defects that produce noise. The Engine: Loose bearings, that cause knocks, hardly come in for consideration, as far more important reasons than their noise will demand their adjustment, but loose wrist-pins, worn timing-gears and slapping pistons, not being likely to cause damage, are frequently tolerated, although making an engine noisy, often make an engine strikingly quieter. Readjustment of tappet clearances and renewal of worn pushrods and guides will quiet valve-action, cleaning carbon or the use of anti-knock fuel will tend toward smoother operation and stopping exhaust leaks, the discarding of a "badly shot" muffler in favour of a new one, will contribute to silence. The Chassis: Take up side play in spring bolts, renew worn eye-bolts and their bushings, take up lost motion at the ends of the steering connexion-rod (drag-links), and at the ends of the tie-rod. Renew knuckle-bolts and their bushings, if badly worn. See that front wheel bearings are properly adjusted. Apply anti-rattle devices to brake-rods which are noisy. Replace any rivets in the frame, which have worn loose; oil the ends of spring leaves if they squeak, tighten radiator supports, lubricate joints of hood, renew hood latches, if they need it and be sure that hood latches have enough spring and do not break. Inspect snubbers or other shock-absorbing devices, to see that they are functioning properly to cushion road shocks, and that they do not rattle. See that bumper fittings hold bumpers rigidly. Inspect splash guards, mudguards, the engine under-protection and all other sheet metal parts, tightening their bolts or replacing them if necessary, and see that one part does not rub upon or rattle against any other. The Body: Tighten all body-bolts and apply felt inserts between body sills and frame, if squeaks have developed at these points. Readjust or replace rubber door bumpers, if they need it. See that floorboards are down tightly and that the battery is rigidly supported in its compartment. Wrap up tools so they cannot rattle. Lightly oil windshield joints to stop their cracking. Stop rattle in

Starting Becomes Difficult.

Question:—My 1927 car has given me very good service until recently, when I began to have trouble starting the engine in the morning or after it had been idle for five or six hours. The battery is charged, and the spark-plugs are clean. What is wrong?

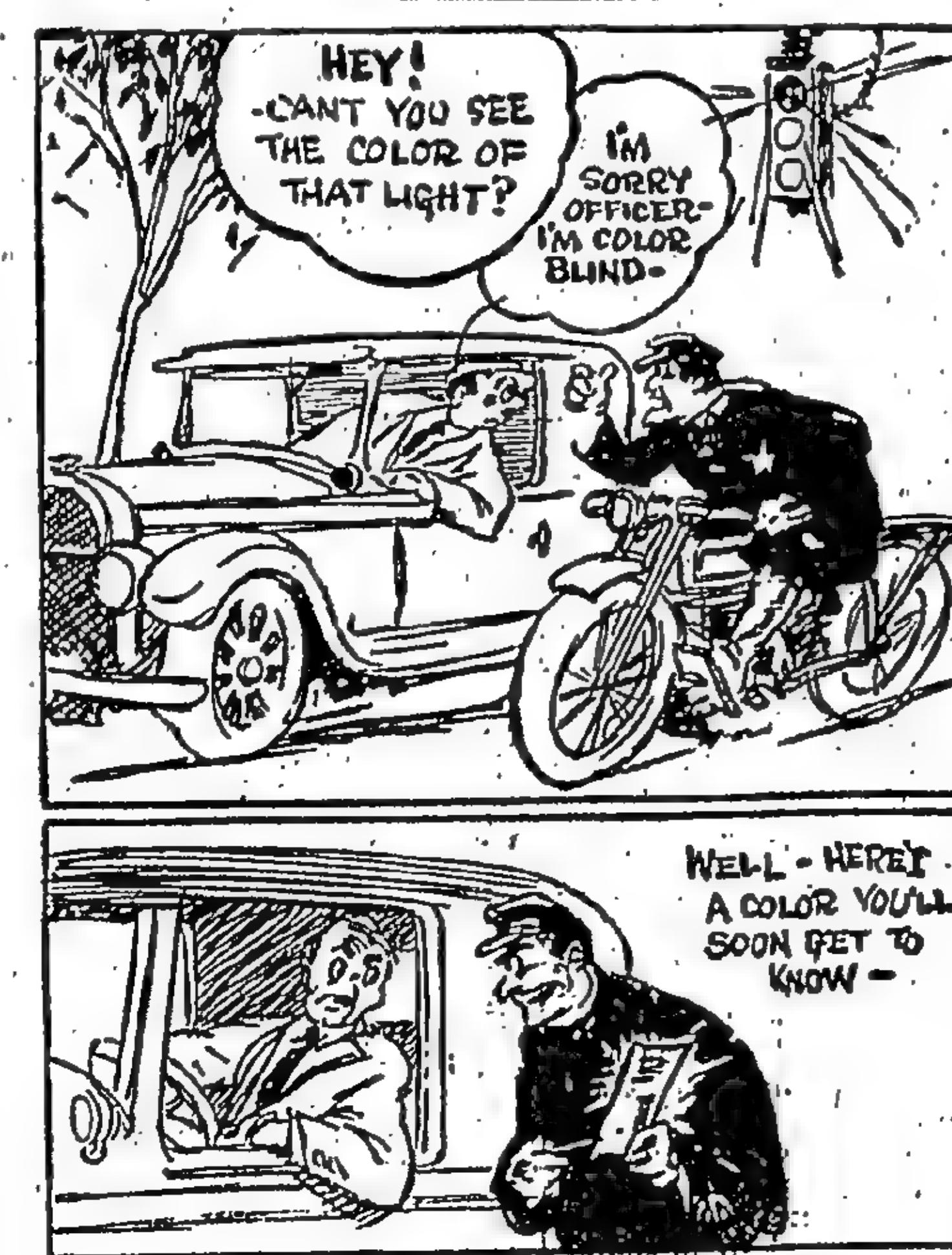
Answer:—Maybe the plugs, although clean, have their points wider apart than they should be. The gap becomes wider, by use, until it may prevent the spark from passing, when the starter is drawing its heavy current. Possibly the compression of this engine has fallen off gradually, through deterioration of the valves. Low compression always tends to interfere with starting. It may be that slight air-leaks into the intake have developed or that, for some reason, the choke does not close as completely as formerly, thus preventing a rich enough starting mixture to reach the cylinders.

Floating Piston-Pin.

Question:—What is meant by a "floating" piston-pin?

Answer:—A piston-pin is said to be of the floating type, when it is free to rotate both in the connecting-rod and in its two supports in the piston wall. Until recently, the piston-pin either was fastened in the connecting-rod, thus allowing it to rotate in the piston bosses or was fastened in the piston at its two ends and left free to rotate in a bushing in the connecting-rod. At present, the floating arrangement is largely used, as the total bearing surface is greater and wear is better distributed.

THE COLOUR-BLIND MOTORIST.



WORLD SPEED RECORD.

Made by Fiat Engine.

Turin, Mar. 31.

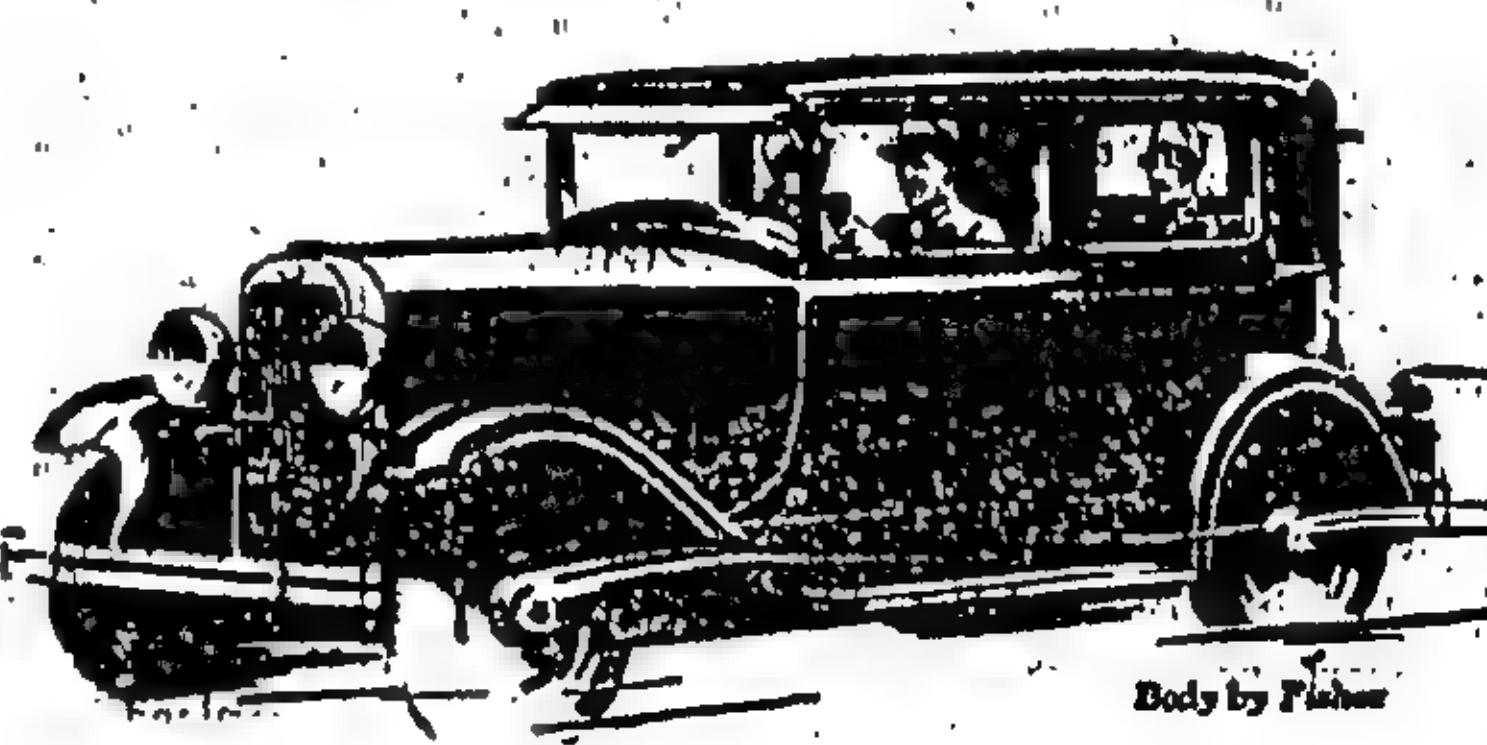
Yesterday the 30th of March, along the beach of the Lido of Venice, and on the official basis of 3 kilometres, Major Mario De Bernardi, holder of the world's speed record, which he won last November with an hour average of 479.290

kilometres, has beaten his own record, flying at the fantastic speed of 612.776 kilometres per hour, a speed which up to now has never been reached, and which has been made by a Fiat engine, one of the milestones of the world's mechanical engineering; thus awarding to the Italian Aviation and to the Great Manufacturing Company of Turin a record which approaches the fantastic.

Besides the British and United States Aviation Attachés, also the official deputies and time keepers

NEW

and critics say,
"two years ahead"



"Two years ahead in appearance and mechanically," says H. F. Blanchard of Motor. "New in every respect. Gives the impression of being in a much higher price class." A. F. Denham of Motor Age: "An important advance in the art of car building." Walter C. Boynton in Automotive Daily News.

According to men whose opinions count, there is the spirit of tomorrow in this new Oldsmobile Six.

A new, high-compression 55 h. p. engine offers an abundance of smooth, quiet, economical power resulting in flashing get-away, speed, and long-lived endurance.

The smart lines and rich finish of new Fisher bodies match the advanced engineering of engine and chassis.

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LIST OF LOCAL OWNERS

Asiatic Petroleum Company	1—Type Z5 30 cwt. Tank Truck
Canton Government	10—Six Wheeler 30 cwt. Transport
Cheung Mei Bus Company	1—Six Wheeler 18 pas. Bus
Cheung Mei Bus Company	4—Type Z5 16 pas. Busses
China Motor Bus Company	2—Type Z5 16 pas. Busses
Dodwell & Company, Ltd.	1—One ton Open Body Truck
Kowloon Motor Bus Company	2—Type Z5 16 pas. Busses
Nam Hing Motor Bus Company	2—Type Z5 16 pas. Busses
Nam Hing Motor Bus Company	1—One ton 12 pas. Bus
"Nestle Chocolate"	1—One ton Panel Truck
Buttonjee & Son Ltd.	1—Type Z5 30 cwt. Open Body Truck
Sincere Company	2—Type Z5 30 cwt. Trucks

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were present to witness the attempt. Only a few days after the tragic and mortal flight of the British aviator Kinkead, who was trying to beat the record of the Italian pilot, De Bernardi wanted to further improve his own exploit and succeeded in raising his previous average of 33.486 km.

Major De Bernardi was piloting a Macchi 4/52 seaplane with a Fiat A.S.3 engine. This gem of the Italian industry has not yet said its last word with yesterday's success; when Major De Bernardi left the plane, though he did not try to conceal his joy for the splendid victory, he did not seem completely satisfied with the result obtained.

Yesterday, as on his first attempt and as for the Schneider Cup which he won two years ago in America, he declared that the Fiat engine A.S.3 "can and will do better" if it is not so realist.

Studebaker

HONGKONG DELIVERED PRICES.

ERSKINE SIX

N.A.C.C. Horse Power Rating 19.15 Brake H.P. 43 at 3000 Revolutions.		
Piston Displacement 150.37 Cu. In. Wheel Base 107 inches. Speed 62 M.P.H.		
Tourer	5 passenger	Nett Weight 2292 lbs. G\$1,150
Club Sedan	5 passenger	2437 1,150
Roadster	4 passenger	2397 1,000
Cabriolet	2 passenger	2322 1,200
Sedan Royal	5 passenger	2537 1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

N.A.C.C. Horse Power Rating 27.34 Brake H.P. 70 at 3000 Revolutions.		
Piston Displacement 241.6 Cu. In. Wheel Base 113 inches. Speed 65 M.P.H.		
Tourer Royal	5 passenger	Nett Weight 3070 lbs. G\$1,450
Roadster	4 passenger	3030 1,500
Tourer Royal	7 passenger	3080 1,550
Club Sedan	5 passenger	3135 1,600
Cabriolet Royal	4 passenger	3225 1,700
Sedan Royal	5 passenger	3237 1,750

All prices include Disc, Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

N.A.C.C. Horse Power Rating 35.44 Brake H.P. 85 at 3000 Revolutions.		
Piston Displacement 351.8 Cu. In. Wheel Base 131 inches. Speed 72 M.P.H.		
Roadster Royal	4 passenger	Nett Weight 3318 lbs. G\$1,900
Club Sedan	5 passenger	3453 1,950
Cabriolet Royal	4 passenger	3498 2,000
Sedan Royal	5 passenger	3580 2,050

All prices include Disc, Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT

N.A.C.C. Horse Power Rating 36.45 Brake H.P. 100 at 3000 Revolutions.		
Piston Displacement 413 Cu. In. Wheel Base 131 inches. Speed 80 M.P.H.		
Tourer State	7 passenger	Nett Weight 3760 lbs. G\$2,500
Sedan State	7 passenger	4036 2,650
Bonnet State	7 passenger	4065 2,700
Limousine State	7 passenger	4096 2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

THE HONG KONG HOTEL GARAGE

26 Queen's Road Central Tel. Central 4759.

MOTORING ON HOME LEAVE.

With a minimum of
WORRY AND EXPENSE.

We can supply you with any make of car on our
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Insurance, Registration, A.A. or R.A.C.
membership, etc.

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LOCAL REPRESENTATIVE

Box No. 333. "Hongkong Telegraph."

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The Same Money buys

GOODRICH TIRES

We give you just a little bit
MORE of everything in
Goodrich Silvertowns. That's
what makes them such values!

MORE mileage.—MORE
strength.—MORE lasting
beauty.—MORE road-gripping
Safety.

But at NO MORE COST!

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All sorts of Automotive Accessories also in stock.

EVERY MILE HAS ONE.

There's a gasoline station to
every mile and eight-tenths of im-
proved highway and a gasoline
pump for every mile in U.S. For
575,000 miles of improved road,
motorists to travel. They
there are 317,000 retail gas
stations and 604,000 pumps.

AT LOS ANGELES.

With the addition of 269 miles
to the main thoroughfare of Los
Angeles, at an expense of \$10,000,
000, the city now has 6,100 streets
for motorists to travel. They
would extend nearly 4,448 miles if
stretched out.

LATEST NEWS FROM HOME.

Motor Notes from Great Britain.

[By "R. A. C."]

London, May 3. The annual Motor Exhibition, which takes place at Olympia, London, is acknowledged throughout the world to be the Mecca for motorists, and the work of organising this unique collection of the latest products of the world's automobile factories, together with the display of coachwork and exhibits of components and accessories comprises a huge task. This year's Show, it has been decided by the Society of Motor Manufacturers and Traders, will be held from the 11th to the 20th of October.

Following the Motor Show, the Motor Cycle and Cycle Exhibition, organised by the British Cycle and Motor Cycle Manufacturers' and Traders' Union, will be held at Olympia from November 5th to 10th.

This year there will be no Commercial Motor Transport Exhibition, it being the general opinion of manufacturers in this branch of the industry that a bi-annual show is the most satisfactory policy for them. They will therefore exhibit, if they think fit, at some of the more important recognised Agricultural Shows in the country.

The Exhibitions generally will afford an excellent opportunity for the world to compare British products with those of other countries, and there is no doubt that the forthcoming shows will demonstrate yet again that the British exhibits are second to none in efficiency and value.

Mr. Morris and the Export Markets.

Mr. W. R. Morris, who had only just returned from a 37,000 miles tour, spoke in a cheerful vein of overseas business in the course of his speech to the shareholders of Morris Motors, Ltd. While admitting the severe competition from foreign cars, he emphasized the universal demand for British-made goods in the Dominions and said he was convinced that with the resources of the Company, there was no reason why they should not eventually obtain a very large share of overseas business.

Very appropriately comes the story of a performance demonstrating the sterling quality of Morris cars. Mr. C. M. Barton, of the Nigerian Administrative Service, drove his 2-seater Morris Cowley right across Africa from Lagos to Mombasa, without any convoy of spares or "flourish of trumpets," with the object of proceeding home on leave by an East Coast liner. He was accompanied by his Nigerian servant and took with him an extra spare wheel, a piece of coconuts matting and 2 short strips of expanded metal. He easily averaged 100 miles a day and the only incident of the trip was the gutting of the petrol trailer which caught fire nine days after leaving Kano.

Another cross-country journey of considerable interest is that of 26 h.p. 6-cylinder Sunbeam destined for the High Commissioner for Iraq. This car was shipped to Beyrouth in Syria where it was disembarked. From there it was driven across the 600 miles of country to Baghdad in 20½ hours, including stops. Very rough country was encountered and the journey included the crossing of two mountain ranges and a section of the Syrian Desert.

Speaking of Birmingham factories, the firm of Joseph Lucas, Ltd. manufacturers of electrical equipment and accessories, have taken a very prominent part in the "Buy Empire Goods" campaign, and have made the best possible use of a large show window erected in a prominent position at the corner of their main works building where a large range of Empire products and information posters are displayed. This is an undoubtedly effective method of bringing home to the "Man in the Street" the real meaning of Empire trade and should be widely adopted.

The Lucas works are exceedingly busy at the present time. Every magnet of their manufacture, made after August 1st, 1926, bears a guarantee against electrical and mechanical breakdown due to any cause, including wear and tear and burning of contact breaker points, for a period of two years—a unique feature which speaks for itself.

At Coventry the Hillman Motor Co., for whom Rootes, Ltd. act as world exporters, report a tremendous expansion of business. Thanks to the extension of their factories, they are now turning out three times as many cars as they were this time last year and the demand is still far in excess of the supply. This applies in particular to the Overseas requirements, which have been quadrupled in the last few months.

Modern Test Methods.

A feature of British cars which has always commended them in the eyes of discriminating owners is the very thorough testing which they undergo before delivery. As time goes on this testing is becoming more exhaustive, thanks to the perfection of the modern testing plant and the extensive use of dynamotors.

At the Armstrong-Siddeley factory at Coventry, for instance, each engine is first run on gas during which time h.p. and r.p.m. readings are noted. Then any necessary adjustments are made and a power test on petrol is taken, followed by a further power test at the rear axle after the engine and transmission unit are assembled in the chassis. After these tests the chassis goes on the road and receives several runs during which it is finally tuned up.

King Amanullah of Afghanistan

showed great interest during his visit to the Derby works in the many processes which Rolls-Royce engines and chassis undergo before they are allowed to reach their eventual owners. Throughout the many and various tests the one aim and object is the attainment of perfection, and when the meticulous accuracy employed in every process is considered it becomes impossible to regard the Rolls-Royce as an expensive car.

King Amanullah, by the way,

placed orders for four cars, in

cluding one with open touring

Porlock was one of the hills traversed by the Associated Daimler 32-seater single deck bus during its recent 1,800 miles tour of Great Britain, carried out with the object of proving the all-round efficiency and reliability of this type to stand up to any test likely to be experienced under severe service conditions. Loaded with the equivalent of about 37 passengers the route taken was London to Land's End, then via the West Coast to Glasgow, on via Pitlochry to Inverness, and thence back to Aberdeen, Edinburgh, Newcastle and London. The complete route was traversed in 6 days, the total running time being 61 hrs. 55 mins. Total consumption worked out at 8.1 m.p.g. and oil at 732 m.p.g.

The gruelling test was accom-

plished with ease, only two minor

accessory troubles causing brief

stops; in one case a nut worked

loose on the autocar connexion

and another time the carburetor

toggle pins came adrift. The

engine was a 35/50 h.p. poppet

valve type.

Motor Cycles on the Film.

The makers of the A.J.S. motor cycles, A. J. Stevens and Co. certainly appreciate the potentialities of the film for publicity purposes. A short while ago a picture entitled "All's Fair" was shown at a large number of Cinemas in the United Kingdom. The plot centres round a young

motorcyclist whose initials are "A.J.S." and whose fiancee will not marry him until he has achieved fame. That such a situation is full of possibilities is obvious and it is sufficient to add that the most is made of them.

In later A.J.S. film, however,

called "A Steed of Steel" there is

no plot, but, instead, a most in-

teresting pictorial record of the

many stages and processes

through which the materials and

parts of a machine pass between

the raw material stores and the

final road test. This serves to

illustrate the tremendous amount

of care and accuracy devoted to

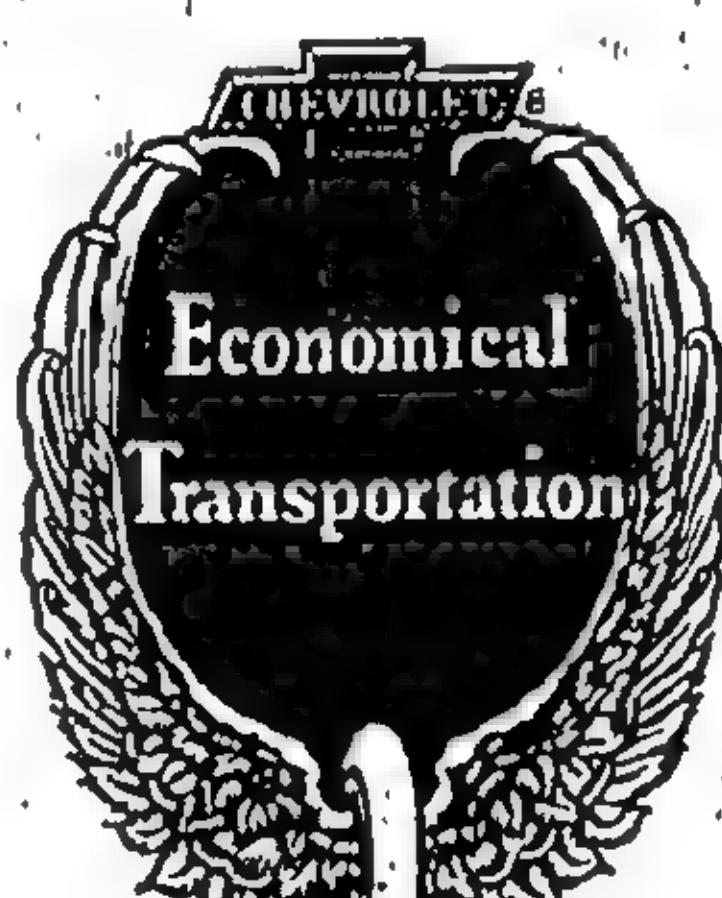
the construction and testing of

every machine.

THE MODERN CAMEL.



As pictured in America.



HONGKONG DELIVERED PRICES.

SERIES A. B. "NATIONAL"

	Brake Horse Power 35 at 2200 Revolutions	Piston Displacement 170.9 Cu. In.	Wheelbase 107 inches	PACKING

</

The Very Idea!

Professor Tovey, at an Edinburgh University historical concert the other evening, made reference to a planet's "pinky." A search through many English dictionaries failed to discover the word (writes a correspondent); but in a "dictionary of slang, jargon, and cant," published by a well-known London firm, one came across the following interesting little note:—

"Pinky" (American), an old New York term for the little finger, from the provincial English pinky, very small. A common term in New York, especially among small children, who, when making a bargain with each other, are accustomed to confirm it by interlocking the little finger of each other's right hands, and repeating, "Pinky, pinky, bow-wow, whoever tells a lie, will sink down to the bad place and never rise up again." (Bartlett.)

A party of soldiers had stepped off the gangway of a ship just arrived at an Australian port. The Sergeant was an Edinburgh man, and as soon as the news got round; an old worthy on the pier came up to him.

"And you're an Edinburgh man, Sergeant? Man, that's grand! I'm an Edinburgh man, myself. And what's your store number?"

Baby at Willesden as the magistrate entered the court: Gug-gug-goo-da-da. Magistrate: What is the baby's application?

Barrister at Bow County Court: You corroborate your husband's evidence? Poplar wife: Certainly not! It is all true.

Willesden magistrate: Has the fourteen days' meditation in prison made a better man of your husband? Wife: No, sir, he has thought out something worse than ever.

Barrister at Bow County Court: Breakfast sausages are known in the trade as "bungs," and the next item, "says," stands for those succulent sausages.

Woman at Willesden: And such language, sir! I don't know where she finds it all.

Question at Bow County Court: Do you disagree with what he says? Man: I have not heard a word of it, but it is all lies.

The young curate was giving the local spendthrift some sound advice.

"You ought to make it a rule, George," he said, "never to spend all your wages."

"I do," responded George. "I never spend more than two-thirds."

"Well, I'm very glad to hear it," remarked the curate, "and do you deposit the remainder in the post office?"

"Well, no, sir," admitted the spendthrift. "I give the rest to the missus to do the housekeeping."

A foxhound which was found loose in the streets of London was recently sold after remaining unclaimed in a London dog's home.

Foxhounds in London are about as rare as Bengal tigers, and the mystery of the hound remains unsolved. Hounds are hardly ever found in private ownership; they are sold in "drafts" of so many couples from one pack to another.

The only possible explanation is that this hound strayed from some pack hunting in the Home Counties, or else has been brought to London with some theatrical company as a "property."

No M.P., however, commented with the home, and the hound was only spared for more than the customary week as it was obviously of pedigree strain. Foxhounds fetch up to 200 guineas or more a couple at auction.

"They smashed my gramophone and twelve records, and burned my hat, coat, and waistcoat, with thirty shillings in notes in the pockets," said a man at Willesden Police Court recently.

The magistrate: Evidently a bit of a row.

Man: Oh, no, sir. It was only the wind-up of a birthday party.

RELIGIOUS FEUD.

SIKHS AND MOHAMMEDANS KILLED.

Simla, June 1. Six Sikhs and two Mohammedans were killed and four Sikhs, and five Mohammedans wounded in a riot in the Malikpur district of Ambala. The disturbance arose out of the slaughter of a cow under a license of district authorities. The Sikhs attempting to prevent the sacrifice and fighting broke out with the casualties above mentioned. The police were obliged to fire to quell the disturbances. The Sikh head constable while returning alone from Rupur was killed by a mob. Reuter.

Karachi, June 1. It has been confirmed that Jiminez and Iglesias were forced to land at Nasiriyah near Ur of the Chaldees. Reuter.

HONGKONG IMPORTS.

A QUIET FORTNIGHT RECORDED.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piecegoods.—This market is virtually at a standstill, owing to Whitsuntide Holiday in Manchester from 28th Inst. to 3rd prox. Some business was done last week in White Shirts, Art Silk, Plain and Striped Poplins. The continual advance in cotton values makes it difficult to connect, although improved Exchange rates have been helpful. Dealers are still marking time, in anticipation of a Japanese Boycott. Market values here appreciated a little, especially in the case of Staples, where stocks are short. Another report states: Our market remains quiet with small sales of Spring Fancies of various descriptions, the principal sales reported being Coloured Stripe Brocades and Cord and Satin Stripe Brocades. Deliveries are not very brisk, but with the exception of the standard qualities of Brocades, the carry over will not be large. A third report states: Higher exchange during the last fortnight helped importers to bring a good many orders to book. Good bookings are anticipated for the beginning of June. The season is near its close.

Cotton Yarn.—During the fortnight under review a small business has been put through at previous rates. Nominal quotations are as follows:—No. 10s. \$172/194. No. 12s. \$185/200. No. 16s. \$205/210. No. 20s. 210/220. Arivals N.H. Sales 200 bales. Unsold stock 3,800 bales. Bargains 7,100 bales.

Woolens.—There have been inquiries for small lots for quick shipment; a fair but small business in Stock lots has been done for July shipment. Another report states: There are still a few small inquiries for light weight suitings, but it is difficult to bring them to book.

Raw Cotton.—Nothing doing. Metals.—Another quiet fortnight. The recent rise in the prices of Continental iron and steel renders business impracticable.

Flour market.—Stock: American 600,000 bags; Canadian 200,000 bags; Australian 40,000 bags. Market: Weak. Quotations:—American Patent, \$4.20-4.30; American Straight, \$3.05-3.30; American Cut off, \$3.10-3.80; Australian No. 1, \$3.30-3.60; Canadian Cut off, \$2.90-3.05; Canadian Straight, \$2.85-2.95; Canadian Mixture, \$2.80; Canadian 2nd Clear, \$2.75.

Sugar.—Market weak. Saltpetre.—Stock 16,000 bags. There is no improvement in the market since our last report.

HOW MUCH DO YOU KNOW?

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

1. In what European country is it proposed to make illegal the employment in hotels, cafés, and restaurants of women under forty, and why?
2. What British ecclesiastic travels 100,000 miles every year?
3. When was a tax imposed on birth in England?
4. Where is there a colony of beggars ruled by a king who wears a tin crown?
5. What is claimed to be the most perfect village in the United Kingdom?
6. What is the Dopolavoro?
7. What, 1,200-year-old European country is now introducing its own postage stamps for the first time in its history?
8. Where has a church built during the Roman occupation of Britain been found fourteen feet below the ground?
9. In what country have the wives of naval officers been forbidden to bob their hair, and why?
10. Where is there an island which is reported to be continually changing its shape and size?
11. Where has a new kind of steel been made which is nearly twice as hard as any previously known?
12. In what part of the British Empire has there been no rain for four years?

To be kept at the Gurdial, the tattered remains of the silk ensign given to H.M.S. London by the City in 1906 has been presented by the Admiralty to the Corporation of London.

When ordered to stop by a doctor after 77 hours' continuous plane flying at Manchester, Prince McBride, 22, was lifted from his stool, although protesting he could go on.

Defence Corps Orders state that there will be a parade at Volunteer Headquarters at 9 a.m. on Monday for the King's Birthday.

WESTON ON DERBY FAVOURITE.

STARTERS, JOCKEYS, AND THE BETTING.

THE LATEST FIGURES.

London, June 1. The Derby probabilities and jockeys are as follows:—Sir Abe Bailey's, Advocate, Evans, Mr. L. Neumann's, Black Watch, Smirke, Baron Edouard de Rothschild's, Bubbles II, Bouillon, Lord Rosebery's, Camelot, Orme, Mr. T. Davidson's, Constant Son, Carlskate, Major J. S. Courtauld's, Cyclone, Lane, Lord Derby's, Flyweight, Weston, Sir H. Cunliffe-Owen's, Felstead, H. Wragg, Lady Richardson's, Fernkloof, Perryman, Sir Laurence Phillip's, Flamingo, Elliott, Mrs. G. Drummond's, Gang Warly, Steve Donoghue, Mr. W. J. Waldron's, Grange View, Graves, Sir Abe Bailey's, Heirloom, J. Leach, Mr. A. K. Macomber's, Luvaneran, F. Fox, Mr. D. Sullivan's, O'Curry, H. Beasley, Mr. Jacques Wittouck's, Palnis Royal II, Almand, Mr. Sol Joel's, Porthole, Winter, The Aga Khan's, Ranjit, Singh, Beary, Capt. G. P. Gough's, Royal Minister, Mr. Joe Childs, Mr. D. M. Gant's, Royal Crusader, Huime, Mr. C. W. S. Wittburn's, Scintillation, Siroli, Lord Dewar's, Sunny Trace, Gordon Richards, The Duke of Portland's, The Wheeler, Mr. P. Bensley, Mr. H. R. Armitage's, Yeoman, town, Marshall.

The Betting.

9/4 Fairway offered 5/2 taken. 6/1 Flamingo (t. and o.) 16/2 Sunny Trace (t. and o.) 100/7 Ranji Singh (t. and o.) 100/6 Royal Minstrel (t. and o.) 100/6 Gang Warly (o.) 20/1 taken. 20/1 Bubbles II (t. and o.) 26/1 Camelot (t. and o.) 25/1 Palnis Royal (o.) 33/1 Luvaneran (o.) 33/1 Porthole (o.) 33/1 Black Watch (o.) 33/1 Fernkloof (o.) 40/1 (t.) 40/1 Felstead (t. and o.) 50/1 The Wheeler (t. and o.) 60/1 O'Curry (o.) 100/1 against others, offered. —Reuter.

DENTAL REGISTER.

TO BE TRANSFERRED FROM COLONIAL SECRETARY.

The draft of an Ordinance to amend the Dentistry Ordinance, 1914 has been issued.

The object of this Ordinance is to transfer, for the sake of convenience of administration, from the Colonial Secretary to the Director of Medical and Sanitary Services the custody of the Dental Register, i.e., the register of dental surgeons entitled to practise in this Colony, together with the receipt of applications for registration therein, and the registration of changes therein, from time to time, whether by way of admission, removal, or restoration of dental surgeons.

"I hope familiarity won't breed contempt," said a defendant at Tottenham when told by the magistrate that he was well known at that court.



THE CHINESE GAME.

BLUFF ON THE BATTLEFIELD.

In the spring the Chinese fancy lightly turns to thoughts of war. With the cessation of the winter rains the annual Chinese offensive has commenced.

This is an offensive along a four hundred mile front in which we may expect some casualties, for the stakes are large and the offensive is actuated by political motives more than personal greed. The desire for personal gain on the part of the various War Lords may still be one of the moving factors, but behind each general is a political force which, whether it be genuine or not and whatever its origin, is a very strong incentive to the common soldiery.

...But this does not alter the general conception of warfare as held by the Chinese. It differs fundamentally from warfare as known in Europe. In China war is on a business footing, and for this purpose each side endeavours to conserve its men and munitions, because they are valuable assets.

For this reason casualties on the battlefield in China are usually relatively small.

Positions Taken Up.

The winter months are spent in collecting assets in men and munitions. In the spring the offensive is notified, and positions are taken up. But this does not necessarily mean that hostilities actually begin.

There is much manoeuvring to be done, and it is here that casualties take place among the recalcitrant peasants who, may object to this use of their territory.

On a given day, provided it is not raining, the actual offensive commences. Shots are fired from the best pieces, but sparingly and with skill. Large forces are held in reserve on both sides. These are usually well exposed to view, as they are the negotiable assets.

The object of this preliminary offensive is to show the enemy where he stands and what strength he is up against. The enemy may or may not be impressed. If he is not impressed an artillery or infantry duel will take place until one or the other side realizes that his position is not as good as he had imagined.

Negotiations.

Negotiations then take place. General Chang No Die will explain to General Chang Yu Lie that he has a battery of 75 trained on his H.Q., and that the guns are charged with imported shells, which, unlike

the bespoke kind of local manufacture, are liable to explode.

Yu Lie may reply that No Die cannot move

a man on account of the river and a large body of infantry on his flank.

It is then up to each to prove or accept these statements.

In the end one or the other may consent to hand over five thousand armed men as prisoners of war to be absorbed in the fighting forces,

and a large dump of Russian ammunition of unknown calibre imported expressly for the purposes of such exchange.

The province, its taxes and all it

contains in human life, then be-

comes the temporary possession of

the victor. This is another period

in which heavy casualties will take

place among the peasant population,

from whom the victorious general

endeavours to collect further as-

sets.

Occasionally large sums of money

are involved in these exchanges.

This usually means that the win-

ning general relies to the tem-

porary obscurity of some inter-

national settlement, or if the sum

is too scandalous, he may go to

Moscow or Japan.—London *Morn-*

ing Post.

Fought in South Africa.

Mr. Nisbet spent some years in

South Africa before coming to

Hongkong. He served with the

Kent and Middlesex Yeomanry

in the South African War from

1901 until 1902, securing the

Queen's medal and two clasps.

After that he joined the Civil

Service but was one of many who

were "retrenched" in 1907. He

then succeeded in obtaining a

post in the Colonial Office and

went to Grenada, West Indies, from

which place he came to

Hongkong.

Mr. Nisbet was born on June

2nd, 1873, and was educated at

Winchester College. From May,

1903, until June 30, 1907, he was

Assistant Resident Magistrate and

acting Resident Magistrate, Trans-

vaal, while on October 16, 1907, he

was appointed Police Magis-

trate of the Southern District and

Registrar of the Supreme Court of

Grenada.

Mr. Nisbet arrived in Hongkong

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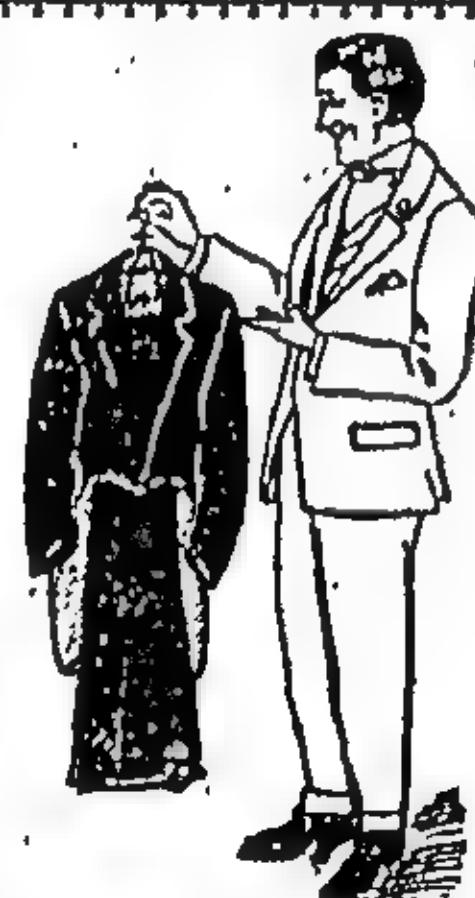
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THE WORLD of SPORT

FIVE WICKETS FOR NO RUNS.

(Continued from Page 1.)

Sussex fell only one short of his highest total in first-class cricket. It was his sixth century of the season, and as he has only scored 37 in prior season, the measure of his advance can easily be judged.

Sussex will remember their visit to Manchester for a long time. After Lancashire had severely punished their attack, they were dismissed for 272 and 148. Lancashire won by an innings and 86 runs, the scores being:

Lancashire: 506.

Sussex: 272 and 148.

The feature of the Lancashire innings was a great partnership between Hallows and Ernest Tyldesley, but the latter player succumbed just after his 100 was placed on the board, without addition. Hallows went on to complete his 1,000 runs and to score 232.

Sussex were forced to follow on, and their second effort was much poorer than their first. The bowling of MacDonald was always troublesome, and he took 5 wickets for 66 runs.

FIVE CENTURIES.

Hendren Gives Middlesex Victory.

But for some brilliant bowling by Durston in Essex's first innings, a different tale of the match between Essex and Middlesex at Leyton might be told.

Three Essex bats scored centuries in the second innings, but requiring 335 runs to win in the fourth innings, Middlesex got the runs with four wickets to spare, chiefly by reason of a brilliant display by Hendren. He defied the Essex bowling and contributed 109 (not out) to the total.

Over 1,200 runs were scored in the course of the game, the match being the most prolific of the three days under review. The scores were:

Essex: 133 and 436.
Middlesex: 236 and 335 (for 6 wickets).

Essex won the toss but made a poor start. Durston, the Middlesex fast bowler, gave glimpses of his old form, and claimed no fewer than eight of the wickets at a cost of exactly 5 runs apiece.

In reply, Middlesex gained a lead of 103, the principal contributor being Hearne, who scored 100. Nichols took 5 wickets for 78 runs.

Essex made a great bid for victory, C. Bray making 108, O'Connor 123, and Russell, 108 (not out). In spite of the brilliant display of these three, Essex collapsed after O'Connor's wicket was taken, and Middlesex required just over 300 to win.

These were scored with the loss of six wickets, Patsy Hendren making 109 (not out).

YORKSHIRE HELD.

Big Scoring at Birmingham.

In the hope of forcing the follow-on, Yorkshire declared in their first innings at Birmingham with 6 wickets down, but Warwickshire's batting proved too strong, and the Tykes had to be content with five points for a victory on the first innings. The scores were:

Yorkshire: 446 (for 6 wks. decd.) and 171 (for 4 wickets).

Warwickshire: 367.

In spite of the heavy scoring, there were no century-makers on either side.

RAIN INTERFERES.

Surrey's Slight Advantage Over Leicester.

Only by the margin of 36 runs did Surrey gain a first innings lead over Leicestershire at Leicester. The match was much interfered with by rain. The scores were:

Leicester: 280 and 253.
Surrey: 316 and 32 (for 4 wickets).

Surrey went in a fourth time requiring 218 to win, but after making 32 without loss, rain intervened.

A ONE-MAN COMBAT?

Northants Gain Good Win Over Derby.

Judging by the figures, the contest between Derbyshire and Northamptonshire at Northamp-

FANLING GOLF.

RESULTS OF WHITSUNTIDE COMPETITIONS.

G. H. Bell (18) won the Bogey Pool in connexion with the Whitsuntide meeting at Fanling. He returned a card all square. Other scores were: O. E. C. Marton (Scr.) 1 down, F. A. Merry (12) 1 down, R. K. Valentine (9) 1 down.

There were twenty-eight entries in the Medal Pool.

Twenty entered for the Medal Pool, in which the best score was made by G. H. Bell, 90-18=72, but having won the Bogey Pool, he could not take the medal prize, which therefore went to Major D. W. Beamish, with a card of 88-15=73. Other scores: F. A. Merry 88-12=76; R. Young 86-9=77.

Best Ball Medal Round.

The winning score in the best ball medal round was made by Colonel Bostock and Major Beamish with 70-11=65, and they therefore secured the prize. Other scores: W. D. Brown and F. D. Pearce 83-11=72; A. D. Humphreys and T. G. Weal 80-13=78.

INTERPORT CRICKET.

UNITED SERVICES MATCH DRAWN.

The cricket match between Hongkong and the United Services was continued at Shanghai yesterday. In reply to Hongkong's total of 205, the Services overnight had made 95 for the loss of two wickets.

The Services resumed their innings yesterday and at lunch time had taken their score to 205 for the loss of eight wickets.

Shanghai, June 1. In the overcast weather the Hongkong v United Services match was drawn.

The United Services compiled 353 runs, Captain Quin and Lieut. Moffatt scoring 70 and 58 respectively. Quick took three wickets for 88 and Thorp four for 72.

Hongkong's second innings gave a score of 201 runs for seven wickets. Quick obtaining 78 and Musson 29. Freshwater took three wickets for 21 and Quin two for 40. —Reuter.

ton, became a struggle between Lee, of Derby and Northamptonshire.

The home side won easily with eight wickets to spare, the scores being:

Derby: 146 and 278.
Northants: 276 and 149 (for 2 wickets).

Derby failed badly at their first attempt, and in spite of fine bowling by Lee, Northants gained an advantage of 130 runs. Lee took 5 wickets for 57 runs.

Batting a second time, Derby gave a better display, principally by reason of another capital display by Lee, who scored 165 runs, over half the total.

Northants secured the runs with only two wickets down.

KENT'S FAILURE.

Bowling Trounced by Notts.

Kent, who until this game, headed the County Championship table, suffered a severe set-back against Notts. Curiously enough, the match was at Gravesend, one of Kent's many grounds.

The Kent bowling was thrashed when Notts went in first, and at no time did they look likely to make a recovery.

Notts won by an innings and 190 runs, the scores being:

Notts: 555 (for 8 wickets decd.)

Kent: 164 and 201.

Gunn and Payton each scored a century for Notts, the former making 115, his second in successive matches, while Payton compiled 103, his first century of the present season.

RAIL INTERFERES.

M.C.C. DEFEATS WALES.

Bowlers Hold the Upper Hand.

Bowlers held the upper hand practically throughout the match between the M.C.C. and Wales at Lord's.

The M.C.C. won by five wickets, the scores being:

Wales: 169 and 253.

M.C.C.: 119 and 305 (for 5 wickets).

Capt. Jameson took five wickets for 20 runs in the Wales' first innings, but the M.C.C. were even more quickly disposed of. Mercer bowled brilliant taking 8 wickets at a cost of only 37 runs.

Wales did well in their second innings, and left the M.C.C. with the formidable task of scoring over 300 runs in the fourth innings to win. With improved conditions, the M.C.C. made the runs in great style. —Reuter.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banka.

Hongkong Bank, \$1287 n.

Chartered Bank, \$214 b.

Mercantile A. & B., \$334 n.

P. and O., \$91 n.

East Asi., \$75 n.

Insurances.

Canton Ins., \$320 s.

Union Ins., \$3261 b.

North China, Ins., Tls. 140 b.

Yangtze Ins., \$50 n.

China Underwriters, \$24 n.

China Fires, \$230 b.

H. K. Fire Ins., \$740 s.

Shipping.

Douglas, \$364 b.

H. K. Steamboats, \$281 n.

H. K. Tugs, \$24 n.

Indo-Chinas, (Def.) \$65 n.

Shell Trans., 94/— n.

Union Waterboats, \$201 s.

Mining.

Bengtou, \$13 n.

Kailan, \$5/— n.

Langkawi, Tls. \$12.20 s.

Shai Exploration, Tls. 2.80 s.

Raubs, \$4 n.

Tronohs, 17/6 n.

Docks, etc.

Kowloon Wharves, \$1301 n.

Whampoa Docks, \$401 n.

China Providents \$5.10 b.

Hongkew, Tls. 160 b.

New Engineering, Tls. 5 n.

Shanghai Docks, Tls. 108 n.

Cottons.

Two Cottons, Tls. 51 n.

Orizontals, Tls. 2.20 n.

Shai Cottons, Tls. 271 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$9.25 b.

H. K. Lands, \$641 b.

Shai Lands Tls. 144 b.

Humphreys, \$142 n.

Rosetics, \$8.50 s.

Public Utilities.

Tramways, \$241 b.

Peak Trans., (old) \$132 b.

Star Ferries, \$644 n.

China Lights, (Old) \$114 s.

H. K. Electric, \$71 s.

Macao Electric, \$261 b.

Telephones \$6.10 b.

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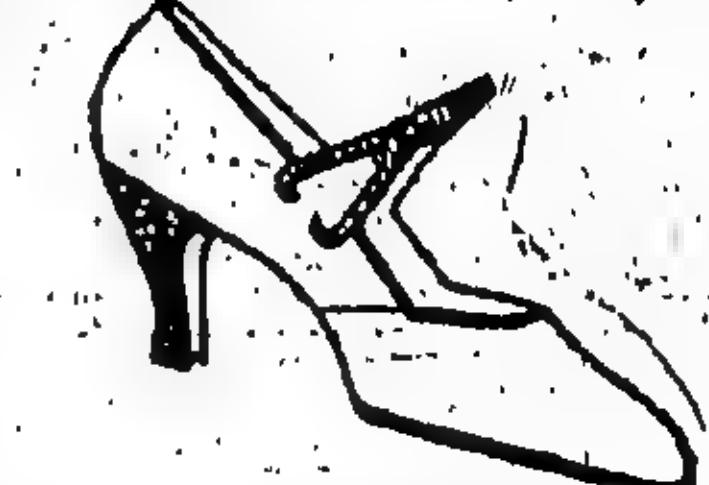
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WOMAN'S

WORLD

LANE, CRAWFORD'S



For SUMMER SHOES.



Here's smart simplicity for Miss 1923. Left to right: a ruffled collar, turned-back cuffs and the front cloising of an orange linen frock take white scallops that are square like the bone-buttons; maize taffeta frock has a quaint kerchief fichu, ruching hem trimmings and a tiny nosegay of forget-me-nots; silver buttons and light green bandings add quiet chic to a green crepe de chine frock with full skirt and collarless neck.

FRENCH ART.

MANY BEAUTIFUL DESIGNS
IN GLASS.

Rene Lalique is a French artist in glass. Strangely enough, he is an old man. One writes that his work is of so rare and beautiful an order, so inspired, that one instinctively connects it with youth.

He beautifies the ordinary everyday things of life as well as the purely decorative. An ash-tray or a menu-holder is as worthy of his art as the magnificent glass screens which have pedestals to themselves. Many of the pieces are illuminated, the lighting being entirely concealed so that the glow only is perceived, not the means by which it is produced. Such a piece is, "The Firebird," a semi-circular screen, with a Phoenix-like figure rising from the centre. The light is switched on, and the bird becomes bathed in a radiant glow, the wing tips and the feathers deepening to a vivid flame colour.

In absolute contrast are the bowl and plate known as The Sirens, where the natural light filtering through the pale opalescence of the glass gives to the nude figures a quality that is almost dream-like. A small vase is surmounted by a pair of lovebirds, gleaming richly blue, and a dancer with her billowing skirt forms the top of a powder-box. Also for the dressing-table is a beautiful and original design for a scent-bottle. The shape is circular, with a solid engraved centre, so that when the bottle is filled the perfume runs around the outer side of the circle only, leaving the centre to be faintly tinted with the reflected light that filters through the perfume. A similar design is utilised for a decanter, the whisky giving a wonderful glow to the engraved centre-piece.

Delightful Wedding Presents.

The table glass is every bit as inspired, and one could not find anything more charming for wedding presents than these bowls, dishes and glasses. Moreover, they can never become hackneyed or commonplace. The moulds from which they are made last but a short time, and then they are destroyed. They are never copied. A delightful design is the dandelion leaf salad bowl with finger bowls to match and salad plates. The bowl costs but fifteen shillings. Then there is the poppy cup, for serving fruit salad, or peach Melba. The petals of the flower decorate the sides of the cup, and, looking down into the bottom, the heart of the flower is to be seen.

For a table centre is a bowl into which four lilies enter as the design. The stalks of the flowers are carried through to the outer

Fringes.

Not only hem, but fringes have to be uneven this spring. Some of the loveliest frocks seen have cascades of fringe falling from shoulder to hem; or a little lower than the hem, in the oddest fashion, a zig-zag here, and a straight line there.



For festive occasions—a gown of filmy black chiffon, with yoke of transparent black lace. Similar lace edges the skirt, which is cut with the "fashionable 'forward' movement, and the attractive scarf.

side of the bowl to form the supports on which it rests. This is in a glass which is neither white nor coloured, but so fairylike and iridescent that one expects it to melt away on the touch of a human hand.

For Lighting.

For lighting purposes there are many designs for ceiling bowls and wall fixtures. Simple things such as flowers, feathers and shells inspire the designs, many of the most beautiful of the bowls being priced at four pounds four shillings, which compares favourably with commonplace lighting bowls.

An absolute inspiration are the illuminated motor mascots. There are many designs, but perhaps the most attractive is the comet which conveys an idea of tremendous speed, and when illuminated from its small pedestal, casts a long gleam of radiance ahead.

BEAUTIFUL PERFUMES.

AN EXHIBIT AT THE IDEAL
HOME EXHIBITION.

On a stand at the Ideal Home Exhibition, says writer in a Home magazine, are to be seen many tall glass bottles containing liquids of varying hues from blood red to the palest lime yellow. They are labelled "peach blossom," "orange flower," "lily of the valley," "new-mown hay." Every conceivable perfume is there. Some of them have a pleasing odour; some, the expensive otto of roses for example, are pungent, positively overpowering.

The reason is that these are the otos in their concentrated form, diluted in oils. They are bought by perfume manufacturers, and a one or two per cent. solution in alcohol gives perfume as we buy it in the shops. These otos are used for soaps, powders, cosmetics and even for sweets!

Extracting the Scent of Narcissi.

"At our factory at Grasse, near Cannes, big quantities of narcissi are being used now," said a chemical expert. "The perfume is extracted by means of a light boiling petroleum, which is almost odourless. Mimosa and jasmine extractions are also being made. The other flowers follow in their seasons. Although some lavender is grown at Grasse, it is in England that it is at its best, and the majority of our lavender distilling is done at our Surrey factory, where a big acreage is under cultivation.

"From a ton of flowers we get on an average 2lb. of concrete otto. When our requirements are estimated at 200lb. to 300lb. of one perfume in this form, it means that big orders are given to the flower farmers. There is one great advantage—that the otto will keep for years, so that orders can be given with safety in excess of the probable quantity required. The basis of the otto is made in the factory at Grasse, and brought to England to be blended with oil. A big trade in perfume essences is done with the East, and to Japan alone we supply 1,000lb. every month from England.

A Deceptive Flavour.

"Many perfumes, oriental poppy, for example, are compounded from otos and synthetic chemicals; others are entirely composed of chemicals.

"Chemists can imitate tastes as well as scents. Thus coconut sweet is flavoured quite convincingly—but there is no coconut in it—whatever. We have also evolved a synthetic honey flavouring after complicated laboratory experiments. Synthetic chemists to-day aim at producing flavours so strong that only an ounce will be required to permeate a hundredweight of foodstuff."

A CAUSE OF DIVORCE.

MODERN CRAZE FOR DIETING
SUGGESTED.

There is no doubt that divorce is tremendously on the up-grade. "People," observed Mr. Justice Swift at the Birmingham Assizes, "seem to be breaking up their home life very calmly."

With this rather alarming fact in view it is interesting to look around for some of the fundamental causes of this increasing restlessness and desire for change.

A doctor recently put forward the astounding theory that the modern craze for dieting has some bearing upon the subject.

Women, he said, diet themselves so strictly now that most of them are in a perpetual state of hunger.

They will not satisfy their hunger with food for fear of spoiling their figures, and so rush restlessly from one new sensation to another in the attempt to forget it.

The average man, on the other hand, remains much the same as in the days of the Victorian lady who advised her friend to "feed the brute."

He is merely irritated by the Swedish bread or grape fruit diets of his wife. His conventional soul loathes the consequent tasteless meals. He notes with dismay the greater expense of cocktails, endless cigarettes, and amusements, as substitutes for what he calls "decent food."

He grumbles, and the starved nerves of the modern wife cannot stand any form of grubbing. When he leaves the house in wrath she flies to other arms for comfort.

The French Widens.

Even the box of chocolates, which in the old days served as a welcome peace offering, when she returned a little ashamed of his temper, is now almost an insult to these devotees of fashion. He can probably not afford the more expensive ways of showing contrition. So the breach widens.

It is a certain fact that with the dearth of good cooks, and the dislike of women for any culinary details nowadays, the habit of dining out becomes more marked. Home life is losing its hold.

The heavy eight-course dinner at the modern restaurant creates a hunger for the even more costly sandwich and champagne at the night club. And the latter provides every opportunity for "affaires du coeur."

There may be something in the doctor's theory. There is usually something in most theories. But heaven forbid that we return to the endless meals of the Victorians even to preserve the sanctity of marriage!

The remedy seems to lie in approaching the deities of fashion and imploring them to create a new type of beauty—the plump, placid woman who enjoys the excellent and "vitaminically" sound meals she cooks herself, but leaves off before she feels she has had enough!—M. Mainwaring.



A jumper specially designed for wear with a walking suit.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Apr. 29.

Here we have yet another jumper—Stephano's specialty—but, as she says, you cannot have too many designs to choose from. This one is ideal for wear with a walking suit, and the little flap in front will be found most effective. In soft beige crepe de chine it will be an excellent accompaniment for a navy or black costume, and, in addition to being more becoming to many women than white or cream, it will be found more economical in that it shows dirt and dust less.

Vanity Street.

Also we have sketched for you a dainty gown of filmy black chiffon, which you will observe has the new scarf effect attached to the left shoulder.

Pictured also is one of the new moire coats, so fashionable just now for many smart occasions. This one is in dull blue moire, lined with soft grey crepe de chine, but of course it may be made in any particular colour to suit the individual taste.

In spite of the fact that Dame Madge Kendal—who, by the way, made such a remarkable speech on the occasion of her seventy-ninth birthday, recently, when she was presented by her admirers with her portrait painted by Sir William Orpen—not liking the Modern Girl's synthetic pearls, and Mr. Arnold Bennett's publicly expressed aversion to sham jewellery, this form of adornment is continuing to flourish—to such an extent, in fact, that exclusive fashion articles are telling us how to wear it, and according it formal recognition, as well they might, in view of the beauty of some of it. There is just one drawback to sham jewellery, however, for the superstitious ones, according to Miss St. John Moniague, the famous Society clairvoyante, who writes in this month's Woman—"No imitation stone can act as a luck-bringer, and must never be adopted as a mascot jewel. The mysterious influences which may still cling to some ancient gem cannot of necessity dwell in modern paste, however perfect. The one lives with the light of ages in its depths. The other simply reflects an imitation of its soul, just as a mirror reflects the human face.

and form." This, alas! rather wipes out the possibility of our guinea emerald marquise ring influencing our fortunes!

Is That So?

In view of the fact that not long since we had an epidemic of Mr. Frederick Lonsdale's photographs because he couldn't finish a play he had started to write for Miss Talitha Bankhead, I don't see why we shouldn't have the picture of Miss Margaret Kidd, M.A., LL.B., who didn't win the Linlithgow bye-election when she contested the seat her father held, in the Conservative cause, until his recent death. Apart from this, however, Miss Kidd is entitled to special mention in view of the fact that she is Scotland's first and only woman barrister; and the anomaly of her Parliamentary candidature was

laurels if they are to outshine her; for thirty is very young, for Miss Kidd's achievements.

The Crystal Palace Dog Show, which took place last week, while affording an indication of what the dog means to the average Englishman and woman, also proves the extent to which the imbecility of the latter can go in regard to the genus "toy." We learn that some of these precious specimens had dressing-tables containing scent-sprays, ebony and silver brushes and combs, glycerine, brilliantine and other liquids in matching bottles, and a rose-cut-glass decanter containing water. Incidentally, there is a play on here at the moment (and I have taken a five shilling bet with a theatrical manager that it will still be running at Christmas) called "The Baby Cyclone," the theme of which is the devastating effect of a "Peko" in an otherwise happy menage! The fact that a ginger cat walks on and drinks the "Peko's" milk is calculated toadden the heart of the average British citizen!

The Street of Adventure.

If you are interested in social problems, such as the dilemma confronting an earnest young man who inherits a magnificent English country home and vast grounds, which can only be maintained by rentals extracted from the poorest of the poor in an East End district; let me recommend you to read "Nor Shall My Sword Sleep" (Skeffington) by Stella Callaghan, who also wrote that attractive book, "Pierrot of the World." The title is derived from Blake's lines: "Nor shall my sword sleep in my hand; till we have built Jerusalem in England's green and pleasant land"—a Utopian ideal, and very difficult for a man saddled with a wife who is the cool and calculating daughter of an impulsive Earl (with several others like her!) and who was an amateur nurse at the time she caught her husband in the midst of emotion and romance begotten by war conditions. She was, needless to say, one of these partners in life who regard matrimony as a financial necessity rather than the emotional adventure it should be, and who are "all right" just so long as everything else is the same. Certainly a book you ought to read.

DAINTY FURNISHINGS.

DISPLAY AT WHITEAWAY,
LAIDLAW AND CO.

As is announced in a special advertisement in to-day's issue, Messrs. Whiteaway, Laidlaw and Co. have just received a splendid consignment of new furnishing materials representative of the very latest Home productions in this class of fabrics.

There is a wide range of artificial silk cretonnes of delightful shades and new colours, guaranteed absolutely fadeless and fast colours. The great strides made in recent years in the manufacture of hard-wearing artificial silk materials has been one of the triumphs of British industry, and one only needs to visit Messrs. Whiteaway's furnishing department and inspect the delightful goods there on offer to realize that artisitic furnishing in rich materials is within the price range of all. There are some really gorgeous cretonnes with shot grounds, including the new flame-shade and another with an entrancing sunset effect. This material is double width.

For curtains there are some further delightful artificial silk products in colours that have been specially selected to tone with the cretonnes and anyone with an eye for beauty cannot fail to be impressed with the pleasing combinations possible. The furnishing materials also include Jaspé cloth, for loose covers and curtains, artificial silk brocades (rich in colour and designs), and a host of other products from which to select whatever is desired. Artificial silk bedspreads are a special feature of the display which will doubtless attract much attention.



Here is one of the new coats, in dull blue moire, lined with soft grey crepe de chine. The sweep of the flounces on the skirt, the frill on the sleeves, and the pin-tucks which regulate the fullness are all interesting new notes.

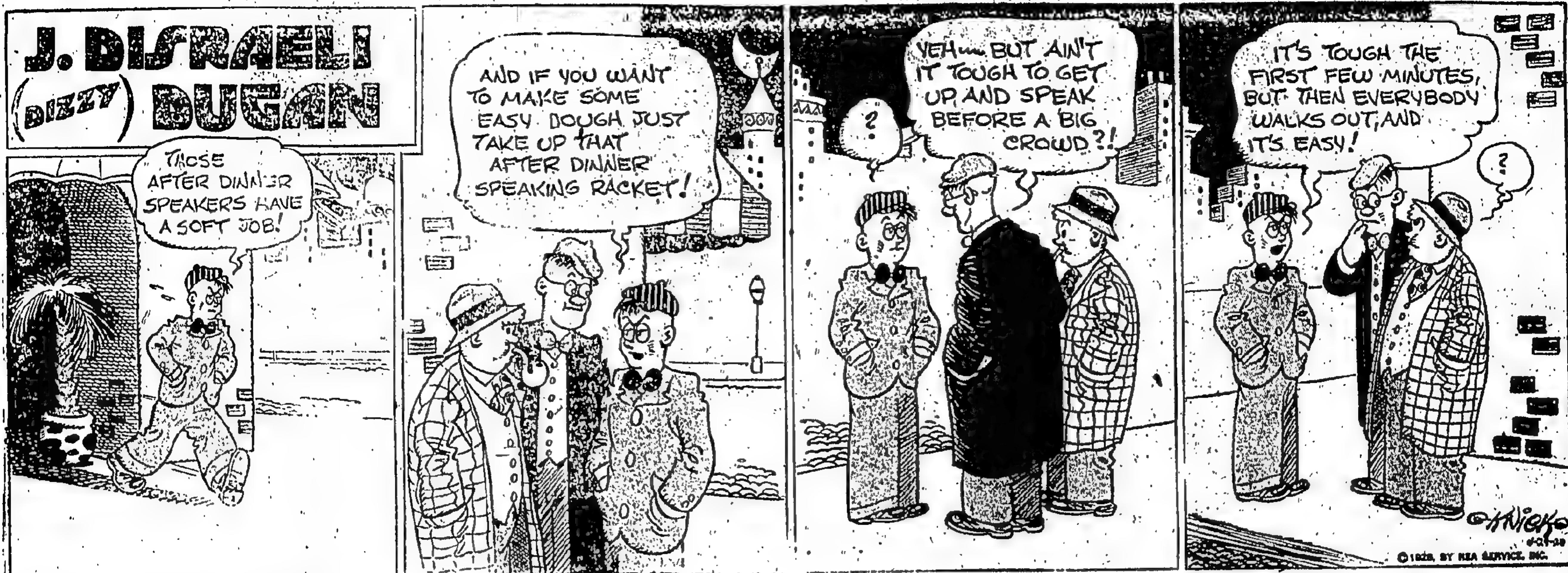
THE DAILY AIM.

THIS WEEK'S RECIPE.

APPLE MOUSSE.

Stew some apples in a very little water until tender, and then pass through a service. Whisk after adding powdered sugar according to taste. Allow the whites of three eggs for every six apples and whisk these. When stiff, fold them into the puree, and add a little flavouring—lemon, orange, flower water, or maraschino. Mix in a deep dish and serve with sponge fingers.

THELMA COOMER.



SALESMAN SAM

By Small



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EMPEROR OF CANADA	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF RUSSIA	Jun. 13	Jun. 16	Jun. 19	Jun. 21	Jun. 30
EMPEROR OF ASIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 23
EMPEROR OF RUSSIA	Aug. 23	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 8	Oct. 11	Oct. 20
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24

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Quoted from Pitman's Dictionary of Banking by Wm. Thomson.

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FRENCH VIOLINIST.

JACQUES THIBAUD TO VISIT HONGKONG.

Hongkong will shortly receive a visit from the famous French violinist, M. Jacques Thibaud. The fact that Thibaud comes here under the management of Mr. A. Strok is sufficient guarantee that he is in the very front rank of violinists, for Mr. Strok brings none but the best musicians to the Far East.

Thibaud had a great reception in Shanghai, where he charmed large audiences by his delightful playing. The N. C. D. News says of him: "In many respects M. Thibaud reminds one of Kreisler more than any other violinist we have heard. Yet there is no real similarity. Perhaps the quality which strikes one most is the purely self-responsible and original nature of his music. Like the old folk-songs of every country, which have sprung in the dim past, one knows not how, from the soil of the lands they belong to, M. Thibaud's playing stands out as something absolutely native, racy and individual."

A Photographic Joke.

In the course of a recent chat in his New York Hotel, Jacques Thibaud told the following story of a photographic joke.

"I was touring in Europe a few years ago and when we reached England one of my photographic friends posed what he considered a funny picture. It showed Harold Bauer, the pianist, at the violin, Pablo Casals, the Spanish cellist, at the piano, and Jacques Thibaud (myself) the violinist, playing the 'cello."

"To make matters worse the manager of the concert hall in which we played, did not receive the proper advertising material and placed a great enlargement of this 'freak' picture outside the concert hall entrance."

"The audience was very large and many of them honestly believed that we were actually able to change our instruments and give trio recitals alternately to pianists, violinists, or cellists! To add to the public deception, two youthful critics wrote articles raving about the great virtuosity and versatility of the Cortot-Thibaud-Casals trio in being able to 'change over' night and at a moment's notice. Unfortunately no credit was given to the photographer's imagination, the real cause of all the excitement." As a matter of actual fact, Messrs. Casals and Thibaud are pianists of no ordinary merit, and Mr. Bauer started his career as a violinist.

HOUSE COLLAPSE.

CAUSED BY HEAVY RAINFALL.

Owing to the heavy rainfall of the past few days a Chinese house at 3 Kremer Street, Tai Kok Tsui, suddenly collapsed yesterday evening in a panic in the neighbourhood. The house was unoccupied at the time, being under repair.

Police from the Mongkok police station hastened to the scene and later the fire brigade turned out but there was nothing they could do under the circumstances.

The occupants of the neighbouring houses at once began to vacate their dwellings fearing they might collapse also.

Paris, June 1.
Subscriptions to the five per cent. Consolidation Loan now total 18 billions.—*Havas.*

GIRLS ANNOYED.

TAKE OFFENCE AT SOLDIERS' SKY-LARKING.

Guardaman John Duncan, of the Scots Guards, appeared before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon on a charge of assaulting Mr. J. Hau, sub-officer of the Kowloon Fire Brigade, on May 13, at the Lai-chik-kok bathing beach.

The complainant said that he was returning from the beach with a party of seven ladies and four men when the ladies, who were walking in front, were stopped by seven soldiers. Witness and another of the party went up to the soldiers and asked them to leave the girls alone.

The defendant, who was among the party, swore at witness and asked him if he wanted a hiding. Witness replied that he had no intentions of starting a quarrel with the complainant and they gave corroborative evidence.

Three Some Sand.

A Chinese girl said that the party met the defendant, who was with five other soldiers. Three of the men stretched out their arms to obstruct the party and the defendant threw some sand at them.

His Worship said that as all the witnesses for the prosecution had the same evidence to give he did not propose to call them all.

The defendant then went into the box and said that he together with three other soldiers were returning from Lai-chik-kok and on ascending from the beach by the scaffold stairs they were "sky-larking" among themselves. There was a crowd of Chinese girls coming up at the same time.

Defendant and his friends stood watching some people swimming and later a Chinese dressed in a bathing suit came up from the beach and escorted the girls a short distance towards the bus terminus. The man returned and spoke to the soldiers, accusing them of having molested the girls. The man later went back to bathe but shortly afterwards two more Chinese spoke to the soldiers about molesting the girls.

Sky-Larking.

The soldiers told them to go away as they knew nothing of the accusations. The complainant took off his coat and hat and struck defendant across the mouth. The defendant then retaliated and knocked the defendant down.

Asked what the "sky-larking" consisted of, the defendant replied that they were joking and shouting to each other.

Guardian Peden in evidence said that the girls seemed to take offence at what they were saying on the stairs.

Guardian McGill said that they had been shaking the stairs and this seemed to annoy the girls.

His Worship said that the facts of the case seemed pretty clear. He said that the soldiers seemed to frighten the girls and they became alarmed. His Worship became alarmed.

Accepted the story for the defence of what happened and bound both complainant and defendant over to be of good behaviour for six months. His Worship remarked that the complainant on being remonstrated with by the soldiers had probably lost his temper.

His Worship said that he would like to warn the defendant and his friends against "sky-larking" with Chinese girls. "Sky-larking" in this country, he said, was likely to be misunderstood.

TRINITY COLLEGE.

A LOCAL CENTRE TO BE FORMED.

In view of the fact that a local Centre of Trinity College of Music is in process of formation in Hongkong, for the purpose of bringing the advantages of its examinations within the reach of residents, it may be of interest to give some particulars as to the growth of, and work done by this now great and national institution.

Trinity College, which was founded in 1872, is the oldest examining body for music. The original scheme of Higher Examinations was announced in 1873, and the first public examination held in 1874. At the present time more than 60,000 candidates annually enter for its examinations. The College was the first musical institution to hold local examinations in music. Since these examinations were established, the College has examined over one million candidates. Upwards of 650 Public and School Local Centres are established in the United Kingdom and the Dominions.

The income and property of the College, from whatever sources derived, are applied solely towards the promotion of the objects of the College and no portion thereof is paid or transferred directly or indirectly by way of dividend, bonus or otherwise, however, to the members of the Corporation. About £3,000 is disbursed by the College annually in connexion with (a) Scholarships tenable at the College, (b) Local Exhibitions tenable at Local Centres, and (c) national prizes to be given to local examination Candidates.

To mark the Coronation year of King Edward VII, and to commemorate the 30th anniversary of its own foundation, the College, in 1902, presented the sum of £5,000 to the University of London for the purpose of establishing a University Chair of Music. The gift was accepted by the University, and His Majesty was graciously pleased to permit the use of the title "The King Edward Professorship of Music." The University elected

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The Trinity College of Music Examinations, which are doing a great work in helping to raise the standard of Music, are now held in some twenty different countries.

Perth, June 1.
The four Air Force flying boats have arrived at Broome with all well aboard.—*Reuter.*

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at 1 and 2, Wyndham Street, in the City of Victoria Hongkong.GREAT AMERICAN
HONOURED.LORD READING'S TRIBUTE TO
MR. SCHWAB.

The Marquis of Reading presided at a luncheon at the Hyde Park Hotel, London, arranged by the English-Speaking Union in honour of Mr. Charles M. Schwab, the American steel magnate, who was recently presented with the Bessemer Gold Medal.

The distinguished gathering included the American Ambassador and Mr. B. Talbot, president of the Iron and Steel Institute.

Introducing Mr. Schwab, the Marquis of Reading said he was a celebrity who had had most interesting and very picturesque life.

He started at 15 or 16 years of age as a "stake driver," the most humble and least wellpaid of all the occupations in his industry. When he was only 24 he became manager of a great department and in a comparatively few years he had refused something like a million dollars a year in salary.

From that to president of the United States Steel Corporation, and then to his present position of president of the Bethlehem Steel Corporation was but a short step.

Friend of the Allies.

They honoured him, however, not because of his huge success, but because of the energy and enthusiasm with which he came forward at a critical moment as one of the staunchest supporters of the Allies.

When H.M.S. Audacious was sunk and people who saw it were not allowed to leave their ship, Mr. Schwab was the one man taken off, because he was necessary to us and had come to help to do what he could.

The speaker then recalled how, when the United States was neutral, Mr. Schwab came to England to discuss with the Admiralty the building of submarines. We had but a small fleet of 51, and it took 14 months to build a submarine. The Admiralty wanted submarines in the shortest possible time, and suggested that Mr. Schwab could get them built in, say, 12 months.

"Almost by magic," said Lord Reading, "within five-and-a-half months the batch of submarines was delivered. So efficient were they that they travelled from America straight to the Dardanelles without escort, and there they did most excellent work."

Millions and millions of shells were made for the Allies, and when monitors were being built and all the work in this country were too full up to make the great guns, the Bethlehem Steel Works and Mr. Schwab built and delivered them.

What Money Could Not Buy.

Lord Reading further recalled how an agent of Germany offered almost any price provided no more assistance was given by Mr. Schwab to the Allies. Someone commented that if Germany could pay the sum Great Britain could certainly do that and a little more. But Mr. Schwab himself put it another way. "There is no money in the world that can buy my works at the present moment," he said. "They are going to be devoted to helping the Allies right to the end."

"I am just completing my fiftieth year as a manufacturer of iron and steel in America," said Mr. Schwab, in response to the assembly's toast. "I am the doyen of the American steel industry and I am a rich man. But of all the things that have come to me in life the acme of my long career has been the receiving of the Bessemer Medal."

Britain, he went on, was the mother of the steel industry. For all the great activity and opportunity of American industry, the great processes of iron and steel which had made the industry originated in Great Britain.

The Real Link.

The two countries were knit together strongly and deeply not merely sentimentally but actually. Some Englishmen saw America as a swaggering boastful nation, and some Americans thought the English did not really like them to come across the Atlantic, but the relations of the two countries had a much deeper and sounder foundation than merely hearsay. They had to establish something more real than maudlin "Hands Across the Sea" sentiments.

"We are the English-speaking nations, and we must be the leaders of the world for its future progress, peace, prosperity and happiness."

"I am sure the depression over Great Britain's industry can be overcome by the optimism and sturdy vitality of its citizens. I see in Britain the sturdiest, the most upright and the greatest of the nations of the earth."

"I have had more honour and praise from Great Britain than from my own country."

Suicide during temporary insanity was the verdict at the inquest on Lieut. F. C. M. Chauncy, 2nd Royal West Kents, who was found shot in Fort Albert, Alderney.

TO-MORROW'S RACE
SELECTIONS.

PONIES TO WATCH AT MACAO.

(By "Rambler.")

At the moment it is not quite certain whether the Macao Race Club will carry out their programme to-morrow. The prospects are none too rosy, I must admit, with so much rain about but still, unless information is received before noon to-day, it is quite probable that the meeting will be conducted in spite of the unsatisfactory conditions. Twenty ponies have already been sent to Macao and quite a number of "fans" have decided to go whatever happens.

There are nine events on the programme and although the rain will probably cause a reversal of form I have no doubt the racing will be both exciting and interesting.

There will be plenty of conveyances at the Macao wharf the use of which will enable visitors to arrive at the course early. Arrangements have been made on the course for protecting patrons from the rain, assuring a comfortable time being spent by those courageous folk who brave the elements.

Quite a few of the ponies engaged proved their reliability at the last Happy Valley meeting in the heavy going so my advice to punters is to keep them in mind when betting and depend upon them to repeat their form at Macao.

Likely Winners.

My selections are:-

Race 1.

1. Full Moon.
2. Caviare.
3. Caesar.

Race 2.

1. Ma Kau Siai or
2. Fifty Fifty.

Race 3.

1. Chow Tsze Lon.

Race 4.

1. Man of War.

Race 5.

1. As You Like It.

Race 6.

1. Erstwhile.

Race 7.

1. King Constantine.

Race 8.

1. Tarzali.

Race 9.

1. Moynaghier.

Race 10.

1. Zircon II.

Race 11.

1. Six Hundred.

Race 12.

1. Spring Day.

Race 13.

1. Caesar.

Race 14.

1. As You Like It.

Race 15.

1. Tarmacadam.

CORRESPONDENCE.

THE MISSES WOODS.

[To The Editor of Hongkong Telegraph.]

Sir—Mrs. Woods and her two daughters, the Misses Aileen and Doris Woods, have found it expedient to leave the Colony, and to start their work afresh in Vancouver.

A few friends have already collected a sum of money which was given to them before they left, as a token of appreciation.

It has been felt that in view of their unselfish and unparaging efforts on behalf of many Charities, and in connexion with general entertainment work in the Colony and elsewhere, there must be many who recognise their good work, and to whom an opportunity should be given of showing their appreciation in a practical manner.

Donations may be sent to any of the undersigned.—Yours, faithfully,

Pauline Pollock, 307 The Peak.

R. Sutherland, C/o Messrs. Jardine, Matheson & Co.

G. E. Towns, C/o The Hongkong & Shanghai Banking Corporation.

W. T. Featherstone, C/o The Diocesan Boys' School.

HOW MUCH DO YOU KNOW?

The following are the replies to-day's questions:

1. In Hungary, "for the better protection of public morals," 2. The Archdeacon of the Arctic, who is now visiting England. 3. From 1895 until 1705; 4. It reached the height of the father of the father. 4. 17. 5. The 14th China, according to the Rev. H. Castle. 6. Chipping Campden, in the Cotswolds, which is 800 years old. 7. An Italian after-work organization, with 100,000 members, which is a social recreation for the people.

8. The Republic of Andorra, in the Pyrenees.

9. At Cheltenham, Gloucestershire.

10. The 14th Pyrenees, which is 2,000 miles long.

11. Australia. 12. Discovered by Leon Gallet, of the French Engineering School.

13. It is known as "stainless steel." 14. The Little Karoo district of Cape Province.

CHANG TO GIVE UP
PEKING.

(Continued from Page 1.)

Peking Exodus.

Peking, June 1. Four special trains left Peking for Mukden last night and four this morning with the families of prominent Fengtien officials. A message from Tientsin states that Chang Chung-chang has ordered the Northern forces on the Tientsin-Pukow railway front to carry out a general retreat.—Reuters.

Chang Tso-lin Evacuating.

Tokyo, June 1. According to a message from Peking Chang Tso-lin has informed the representatives of the Foreign Powers that he is evacuating shortly but that all arrangements have been made to ensure the maintenance of peace and order in Peking after his withdrawal.—Reuters.

Telegraphic Censorship.

Peking, June 1. All code telegrams are subject to censorship.—Reuters.

International Train Service.

Shanghai, June 1. The Kuomin news agency states that the Diplomatic Corps in Peking intend to run an international train from Peking to Tientsin daily, starting from to-morrow. It adds that Chang Kai-shek has moved his headquarters from Hsichow to Tschow.—Reuters.

Tsinan Prisoners.

Tokyo, June 1. According to official despatches to the War Office the commander of the Japanese troops at Tsinan has arranged to hand over 1,000 Southern prisoners to the Chinese Chamber of Commerce, also 55 who were proved to have committed outrages to the Chinese Police.—Reuters.

All Quiet in Tientsin.

Peking, June 1, (6 p.m.). There have been no new developments in connexion with the Tientsin Concessions during the past few days. An official of the Japanese Legation, interviewed by Reuters, stated that all the Powers are co-operating for the defence of the Concessions, holding a defence line near the boundaries but if disorderly mobs should advance toward the Concessions the foreign troops might move out further to meet them.

An official of the United States Legation declared that the 15th U. S. Infantry would co-operate with the other foreign troops in the defence of the concessions. It is understood that the U. S. Marines can only be used within the settlement.—Reuters.

PERFUME MAGNATE
DEFIES PRESS.M. COTY BRINGS OUT HIS
"PEOPLE'S FRIEND."The missing Paris journal, *L'Ami du Peuple* ("People's Friend") has been discovered.

Thus the newspaper war between M. Francois Coty, the millionaire scent manufacturer, and the great Paris dailies may be said to have begun.

M. Coty's new *L'Ami du Peuple* was to have been published on May Day.

But it failed to appear, because distributing concerns objected to circulating a paper costing only 10 centimes, while other Paris dailies are at least 25 centimes (a half-penny or thereabouts).

Defiance.

As stated, M. Coty has "put down" 15,000,000 francs to start his new journal.

He declares that he will set up his own distributing agency, even if this should cost him 50,000,000 francs to defeat the boycott.